

FINANCIAL TIMES

EUROPE'S BUSINESS NEWSPAPER

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D 8523 B

Austria: after the
Voest-Alpine
crisis, Page 16

Austria	Sch. 18	Indonesia	Rp 2500	Portugal	Esc. 80
Belgium	Dr 0.65	Italy	L 1300	S. Arabia	Rls 6.00
Belgium	Dr 6.42	Japan	Y550	Singapore	S\$ 4.10
Canada	CS1 00	Sudan	Frs 500	Spain	Pes 110
Carpathia	CS1 60	Kuwait	Frs 500	Sri Lanka	Ru 30
Denmark	DKr 25	Lebanon	L 500	Sweden	Sk 6.30
Egypt	EGP 1.25	Malta	L 500	Switzerland	Fr 7.20
Finland	Frk 6.00	Malta	L 500	Tunisia	Dir 1.00
France	Fr 6.00	Morocco	Fr 2.25	Tunisia	Dir 1.00
Germany	DM 2.20	Morocco	Dr 6.00	Turkey	TL 1.20
Greece	Dr 70	Netherlands	R 2.50	Turkey	TL 1.20
Hong Kong	HK\$ 12	Norway	Nkr 8.00	U.A.E.	Dir 6.50
India	Rs 15	Philippines	Pes 70	U.A.E.	Dir 6.50

World news

Business summary

Ministers against European Union

ECC foreign ministers agreed in Brussels that the reforms decided at the Luxembourg summit to reinforce Community institutions would be a European Act - a definition that stops short of full-scale European union.

The preamble to the agreement will make a clear legal distinction between a treaty on political co-operation - the closer co-ordination of foreign policy - and reforms to the economic co-operation laid down in the Treaty of Rome.

The text appears to reconcile the positions of both the maximalist and minimalist reformers. The former are unhappy to call the present modest package a "Treaty of European Union" as proposed by France. The latter do not want the concept spelt out as an absolute goal, for fear it might become a commitment to a federal Europe. Earlier story, Page 2

Drivers block roads

Dutch lorry drivers blocked roads in the Netherlands and all key crossings to West Germany, causing hour-long traffic jams and tailbacks several kilometres long. Drivers are demanding higher wages from freight companies.

Portuguese result

Portugal's ruling centre-right Social Democratic Party won control of 127 out of 305 towns in municipal elections including the three biggest cities, Lisbon, Oporto and Coimbra.

Agents may go back

New Zealand said it would consider repatriating two French secret service agents jailed for their part in the sinking of the Rainbow Warrior, but only if France guaranteed to keep them in jail.

Khartoum arrests

Sudanese security authorities arrested in Khartoum 15 members of a new political party loyal to ousted President Jaafar Numeiri.

Belgium holds rebel

Belgium's number one urban guerrilla suspect, Pierre Carre, was arrested with three other alleged rebels in the southern city of Namur. He is believed to be the leader of the extreme left-wing Fighting Communist Cells which have carried out 27 bomb attacks in the last 14 months. Page 16

Uganda peace pact

The Ugandan military Government and rebels will sign a long-awaited peace agreement today, Kenyan President Daniel Arap Moi said.

Walesa lays wreath

Riot police with shields and batons allowed Solidarity leader Lech Walesa to lay a wreath in Gdańsk at a monument to workers killed by security forces in 1970.

N-protesters evicted

West German police moved in on a makeshift camp near the Czechoslovak border and began evicting protesters from the planned site of West Germany's first nuclear reprocessing plant.

SA plea to Harare

South Africa urged Zimbabwe to find a way to stop guerrillas using its territory to launch attacks after six white South Africans, four of them children, were killed in a land mine explosion. Page 3

House-trained robot

A robot floor-cleaner learned in Japan can sweep, wash and vacuum 10 times faster than the average human, but has trouble working in tight corners.

No smoking flights

Sweden's main domestic airline, Linjeflyg, said it would become the world's first airline to ban all smoking on its flights. Page 19

Carbide launches share buyback

UNION CARBIDE, beleaguered US chemicals group, has launched a \$2bn share buyback plan as part of a "poison pill" defence to block a hostile multi-billion dollar takeover bid by GAF, US chemicals and building products company. Page 18

WALL STREET: The Dow Jones industrial average closed up 17.89 at 1,553. Page 33

TOOKY: Prices reached all-time highs in early trading but fell back in late profit-taking. The Nikkei average gained 9.87 to 13,117.85. Page 33

COFFEE: Prices rose sharply on the London futures market on reports of the effect of drought on next year's crops in São Paulo state, Brazil. The March position ended trading at £176.50 at £2,324 a tonne. Page 30

DOLLAR: The dollar was the firmest in London, rising to DM 2.522 (DM 2.526), SF 2.125 (SF 2.1075) and £2.26 (2.2025) but falling to FF 7.1715 (FF 7.725). On falling of England figures the dollar's index rose to 127.4 from 127.1. Page 31

STERLING: gained 10 points against the dollar in London to £1.438. It also improved to DM 3.6275 (DM 3.6225), SF 3.0375 (SF 3.0275) and Yen 291.50 (229.1.0) but fell to FF 7.1075 (FF 7.725). The pound's exchange-rate index rose 0.1 to 78.0. Page 31

GOLD: rose \$1.00 on the London bullion market to \$319.50 and improved in Zurich to \$319.25. Page 30

URUGUAY: President Julio Sanguineti urged Latin American countries to press for an emergency plan to tackle the region's debt problem. Page 18

ALFRED MASSA: leading West German retailer, plans to go public next spring. Page 19

NEW YORK: State launched an attack on hostile takeover bids with legislation aimed at forcing corporate raiders to get the consent of targets. Page 19

VOLKSWAGEN: trucks made in Brazil are to be sold in the US by Paccar, the American truck company. Page 4

WALL STREET: The Nasdaq system of the US, two employees and a former employee who has resigned. The action, said the NASD, followed violations of the association's rules of fair practice and by-laws involving entering false price information about a stock in order to inflate its price. Page 4

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EUROPEAN NEWS

Italy tries to win MEPs more power

BY QUENTIN PEEL IN BRUSSELS

ITALY yesterday launched a new bid to win more powers for the European Parliament, but EEC foreign ministers appeared determined not to re-open the reform package agreed by Community heads of government in Luxembourg two weeks ago.

The plan presented by Mr Giulio Andreotti, the Italian Foreign Minister, would seek to give the Parliament powers to amend legislation over a wider range of subjects, and guarantee that those amendments are at least taken into account by member states when they finalise EEC legislation.

In spite of some support from Belgium, West Germany, the Netherlands, and the European Commission, the plan seemed doomed to be blocked by resistance from both Denmark and the UK.

The foreign ministers were last night standing firm on their national positions, and agreed at the Luxembourg summit with both Italy and Denmark maintaining reservations on the reform package for opposite reasons.

Mr Uffe Eilemann-Jensen, the Danish minister, made it clear that the present plans for the Parliament, which would not

give MEPs any real legislative power, might still be too much for Denmark to swallow. He also spelled out his adamant opposition to a French plan to label the "European Union".

Agusta, the state-controlled Italian helicopter company, is part of the four-company European consortium whose offer for Westland was rejected last week. Its partners are Aerospatiale of France, MBB of Germany and British Aerospace.

If Agusta were to switch its

Fiat offers Agusta role in bid for part of Westland

BY JAMES BUXTON IN ROME

FIAT, European partner of Sikorsky in its offer to buy 29.9 per cent of the British helicopter-maker Westland, is believed to have offered Agusta a share in the consortium.

Agusta, the state-controlled Italian helicopter company, is part of the four-company European consortium whose offer for Westland was rejected last week. Its partners are Aerospatiale of France, MBB of Germany and British Aerospace.

If Agusta were to switch its

Fiat is stressing that it is the "national and European concern" in the Sikorsky-led bid to rescue Westland, and that "it will not fail to look after the industrial interests of the Continent". For the moment, however, Agusta, whose own future is closely bound up with that of Westland because of a major joint helicopter project, is content to press on with its participation in the European consortium bid.

If Agusta were to switch its

alliance, this would weaken the argument of critics who say that Sikorsky's entry into Westland is against the interests of the European industry.

A fundamental problem for Agusta is its heavy indebtedness. Financial analysts believe there could be room for Agusta in the Sikorsky consortium if it succeeded and were followed by a substantial recapitalisation of Westland. The new shareholders would end up with an absolute

majority of the shares.

So far the size of Fiat's stake

in the partnership with Sikorsky has not been disclosed, nor have other details of the Sikorsky offer.

The entry of Fiat into Westland would in any case mark a sharp expansion of its interests. In the aerospace and space industry, it would also bring it into closer contact with Agusta because of the latter's joint project with Westland for a new version of the

A129 anti-tank helicopter and the EH 101 naval helicopter.

Fiat, now a financially and industrially strong group, appears to have decided to diversify away from vehicle manufacture into high technology sectors such as space.

It has already built up its aerospace division in the Italian armaments industry through its group of Sna BPD.

It wants to participate in the US Strategic Defence Initiative

(SDI), an ambition which could be favoured by its close ties with United Technologies, the parent of Sikorsky and of Pratt and Whitney, the aero-engine maker.

Fiat Aviazione, the group's aviation subsidiary, which last year sold a 50 per cent (£150m) stake in a network of joint labour agreements in the field of engine and transmission systems for large aero-engine manufacturers for both fixed-wing aircraft and helicopters.

Ir

Mitterrand takes wheel of election bandwagon

By DAVID HOUSES IN PARIS

THE MAN who has most actively entered the arena in France's general election campaign is a politician not even standing for Parliament in March. President Francois Mitterrand, after a long period of silence, was back on television for 70 minutes on Sunday night, making his third address to the nation in as many weeks.

The main reason is the dramatic decline in the popularity of Mr Laurent Fabius, the Prime Minister, who has had the humiliation of seeing his support in the public opinion polls drop by 10 percentage points in recent weeks. He was even cold-shouldered by the party's executive committee when they met on Saturday to finalise their electoral platform.

Mr Mitterrand has thus reversed what had been his strategy of remaining largely above the fray until March, and has taken upon himself leadership of the Socialist campaign.

In taking the risk of focusing the campaign on himself, Mr Mitterrand's gambling on being able to add a few percentage points to the Socialists' score in March. For, though the party appears condemned to defeat under the new system of proportional representation, its room for manoeuvre after the election depends on avoiding a rout.

If the Socialists remain at their present level of about 23 per cent of the vote, they will have only about 140 seats in the National Assembly, and second party to the neo-Gaullist RPR, TDs, would make it difficult for President Mitterrand to resist demands for a general election.

On the other hand if the party could boost its score to 27 per cent, it would win about 180 seats and still have a chance of being the largest single party in Parliament. Though still faced by a hostile right-wing majority, the President would still have considerable authority.

Mr Mitterrand's main message in his broadcasts is to point to the Left's economic successes and to challenge the Right to say whether it will reverse the social advances of the past few years.

He also explained why he wanted to reduce the number of FEC summits to two a year from three, which would mean only one top meeting during the Dutch presidency. "It is wrong to think that the more European leaders get together the more decisions will be made," he said.

Lubbers aims to lead in the 'spirit of Luxembourg'

BY LAURA RAUN IN THE HAGUE

THE Dutch Prime Minister, Mr Ruud Lubbers, aimed to lead the European Community in the "spirit of Luxembourg" when the Netherlands assumes the presidency of the EEC on January 1.

Talking to foreign journalists Mr Lubbers said that while the proposals agreed at the Luxembourg summit last week had not been ratified by the member countries, the Netherlands hoped to operate the new measures from speed decision making. This would mean pressing for developing the internal market.

The post-Luxembourg era could be a kind of limbo as for the 12 member countries wait for ratification to the proposed amendments to the Treaty of Rome and yet are urged by the Netherlands and others to embrace the proposed changes.

Mr Lubbers is likely to resort to moral persuasion rather than open confrontation during his

six-month presidency. Even with Denmark, whose Parliament last week indicated opposition to the Luxembourg reforms, Mr Lubbers was diplomatic. He said he still was optimistic that the Danes would "enter the European spirit".

Mr Lubbers emphasised that the Netherlands would view completion of the Internal market as a top priority during its term. The Dutch, who historically have been among the most ardent supporters of the EEC, have promoted a genuine common market for goods, services, transport and technology.

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Polls help Cavaco Silva

BY DIANA SMITH IN LISBON

THE STRONG showing of the ruling Social Democrat Party (PSD) in the Portuguese local government elections on Sunday appears to have improved the chances of survival of the minority social democratic Government that took office just over a month ago.

The PSD now has control of 150 of Portugal's 305 town halls, 23 more than before. In the voting for the 4,164 borough councils, it took more than 35

per cent of the poll, 5 per cent more than in the October general election.

Prof Cavaco Silva, the Prime Minister who has rushed through financial measures aimed at rebuilding business confidence after two years of depression, will now negotiate difficult reforms through a Parliament where the opposition, after Sunday's poll, is less sure of its national standing.

With a Socialist in charge at Hunosa, the strike call has driven a wedge down the middle of the Socialist union movement.

Hunosa expects this year to lose Pta 30bn (£134m), including Pta 25bn of state subsidies.

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WORLD TRADE NEWS

US group to sell Brazilian-made VW trucks in N. America

By JOHN DAVIES IN FRANKFURT

VOVSWAGEN, THE West German motor vehicle group, has reached a co-operation agreement with Paccar, which will allow the US truck company to sell VW Brazilian-made trucks in North America.

VW's headquarters in Wolfsburg said yesterday that the agreement could lead to further joint activities with Paccar, although it did not spell out its ideas.

Paccar will market the medium-weight trucks of between 11 and 13 tonnes gross weight under the US company's Peterbilt and Kenworth badges from the end of 1986. The trucks will be built with some components from the US.

The deal will enable VW to enter the hard-fought North American truck market with experienced local support and provide a further export outlet for VW do Brasil, which is Latin America's biggest motor vehicle concern.

Paccar will be able to extend its model range downwards from its own market segment of trucks over 15 tonnes.

Norway orders missiles from Swedish group

By KEVIN DONE IN STOCKHOLM

BOFORS, THE Swedish armaments manufacturer, has won a Skr 700m (£63.8m) order from Norway for its anti-aircraft missile RBS70.

Norway has chosen the Bofors missile following fierce competition for the order from the French Mistral and the US Stinger missile systems.

The order will be delivered between 1987 and 1990. It brings welcome relief to Bofors, part of the Nobel Industries Group, which is facing short time working this winter due to falling orders.

The group has been hit by the cancellation of the US of its Divad anti-aircraft system.

Bofors has signed a long term service contract with the Norwegian army and it is hoping for further orders for air defence equipment from Norwegian coastal artillery and air defence units.

Australia picks Swiss aircraft as trainer

By William Dullforce in Geneva

THE SWISS Pilatus PC-9 aircraft has been selected as the primary trainer for the Royal Australian Air Force, Canberra confirmed yesterday.

Pilatus said final negotiations would start shortly for the building under licence in Australia of 69 PC-9s. The cost is estimated to be between SFr 350m and SFr 400m (£15m-£182m).

Australia may buy more of the Swiss aircraft later to replace some of their Italian Macchi 236 jet trainers.

The single-engined, turbo-prop Swiss aircraft competed with the British-Canadian Shorts Embraer trainer, which Britain recently ordered 12 for the Royal Air Force, although the RAF had expressed a preference for the Swiss aircraft.

The Pilatus PC-9 was also the primary trainer chosen together with Britain's Tornado and Hawk trainer in the deal, for which Saudi Arabia recently signed a letter of intent with British Aerospace. This would involve 30 PC-9s.

Fujitsu and Spanish group in joint venture

THE Spanish telephone company CTNE and Japanese electronics company Fujitsu are forming a joint venture to make medium-sized office computers and electronic data processing equipment in Spain, Reuter reports from Madrid.

Under an agreement between the companies, Fujitsu will take a 60 per cent stake in the company while CTNE, which is partly state-owned, will hold the remaining 40 per cent.

Last June, CTNE announced an ambitious drive for expansion in international markets, partly funded by share flotations on the London, Frankfurt, Paris and Tokyo stock markets.

Mr Luis Solana, CTNE chairman, said earlier this year that his company needed a commercial manufacturing outlet to boost its presence in international markets.

"There is a market for our technology in Latin America, North Africa and the Far East," he said.

Fujitsu said yesterday that the facility will have an initial

DISCUSSIONS ON COLLABORATION MAY TAKE THREE MONTHS

CGE set to resume telephone talks

By DAVID MARSH IN PARIS

COMPAGNIE Générale d'Électricité (CGE), the French state-owned electronics conglomerate, will be restarting talks in the next week with American Telephone and Telegraph and Philips aimed at drawing up a full-scale collaboration accord for signature after the French general election in March.

The French Government has partly lifted its objections to the deal, under which AT&T/Philips would be given access to 16 per cent of the French public telephone switching network.

Mr Georges Pebereau, chairman of CGE and its state-owned telephone subsidiary, said that translating the memorandum of understanding signed between the three companies in June into a firm legally-binding accord could take about three months.

Referring to the highly-charged political implications of allowing AT&T a foothold in the

French public switching market, Paris has been delaying further negotiations on the deal since the summer.

However, Mr Laurent Fabius, the Prime Minister, has allowed the Direction Générale des Télécommunications (DGT), the French telecommunications authority, to go ahead with talks with AT&T/Philips on the financial and technical aspects of buying the group's digital telephone switching network.

Mr Pebereau made clear that completion of the CGE and AT&T/Philips accord would be subject to the successful outcome of the DGT negotiations. It would also depend on separate talks over the future of the troubled French telecommunications supplier Compagnie Générale des Constructions Téléphoniques (CGCT).

Mr Pebereau accepts that

few months will have to be approved by the Government which emerges after general elections on March 16. Signature, therefore, would take place only afterwards.

The memorandum of understanding signed in June envisaged AT&T/Philips taking over the 16 per cent share of the French public switching market held by CGCT. In return, AT&T would give technical and logistical support to Alcatel's efforts to market its E10-S digital switch equipment in the deregulated US market.

In addition, AT&T and Philips would take up joint ownership of CGE under Alcatel's leadership, in microwave transmissions.

This would make the French group second in the world position in this sector, boosting its expertise in growth areas, such as satellite communications.

Crucially, Mrs Edith Cresson, the Industry and Trade Minister, has asked CGCT to shelve

efforts to find an alternative solution to its problems through an alliance with I. M. Ericsson of Sweden along with other French and European groups.

The Government had been asking CGCT to look at the possibility of manufacturing switch equipment under licence from European groups as an alternative to a link-up with AT&T/Philips.

Laura Raun adds: A potential

16 per cent of the French telecommunications market is believed to mean as much as £1.5bn. The deal for AT&T/Philips, which was established in 1983 and is the smallest of the European telecommunications companies in terms of public-switching business. The French market could provide a healthy boost for the American-Dutch joint venture, which expects to move into the black next year after posting a £1.56m loss last year.

Poland lifts trade with UK despite credit denial

By David Buchan

POLAND has boosted its imports from Britain by 18 per cent to £158m in the first 10 months of this year, and its exports to the UK by even more to £275m, despite the continuing denial of UK official trade credit to the financially beleaguered East European country.

Poland's evident ability to pay for some UK goods on a cash basis could be seen as weakening the case for its repeated pleas to the Thatcher Government to resume the more than £100m trade credits which the UK froze at the time of martial law four years ago and never resumed. Polish officials argue, however, that heavy debt repayments make trade credit more vital than ever.

In Paris today, Polish officials are expected to clarify to their Western partners whether they can pay a £390m (£390m) downpayment due this month as a first step to clearing a £12bn debt arrears from 1982 to 1984.

With a reduced hard currency surplus this year on trade with the West, though not with the UK, Poland has faced an exceptionally heavy burden in servicing even rescheduled debts to Western banks and governments.

Increased Polish exports to Britain, which Polish officials in London expect to reach £330m this year, have given Warsaw increased hard currency means to pay for more British goods.

But Mr Zygmunt Krolak, the Polish trade counsellor in London, warns that Polish imports from Britain, particularly of capital equipment, will soon be reduced in the absence of "normal" UK official credit.

Warsaw is still pressing for credit for equipment for the nearly-completed PVC plant built at Wolaewiec by Petrocarbon of the UK and the controversial Massey Ferguson tractor project at Ursus.

Ursus has built 50,000 tractors this year, some 6,000 on licence, with Perkins diesel engines, from Massey Ferguson, but this is far below the target of 75,000 Massey tractors a year by 1981 foreseen in the original 1974 contract.

Ursus officials say they still need a wide range of imports from the UK.

Nissan and GM set for link-up

By JUREK MARTIN IN TOKYO

THE Nissan Motor Group and General Motors of the US have moved closer to the creation of a joint venture for the production of the next generation of air compressors for vehicles in Japan.

Nissan Radialor, in which Nissan has a 39.8 per cent stake, and Harrison Radiator, a GM subsidiary, are to begin to reach broad agreement in next spring on the project which could be capitalised at about Y10bn (£23m). It is intended that the Japanese partner would hold 31 per cent of the equity and provide the predominant share of management.

Air compressors are used

principally in air conditioners, which reduce petrol mileage. GM is understood to have developed a more efficient air compressor. Nippon Radiator has been working along similar lines.

However, Nissan said there was a fact behind published reports that the project was the harbinger of more extensive cooperation for the co-production of a wide range of car parts and components between Nissan, the second largest Japanese car company, and GM, the US leader.

"Above and beyond this venture," it said, "there are no plans for the joint production

of components with GM. The Japanese Press had suggested that the two companies planned joint research and development, and possibly production, of electronic and other parts to be used in the cars of the future."

It is planned to have the joint venture under way by the end of 1987. An initial production target of 100,000 units is planned, with most of the initial output shipped to the US.

Regardless of Nissan's denial, GM has been quietly pursuing a policy of making greater use of Japanese production techniques.

Czechoslovakia and China agree trade pact

By Patrick Blum in Vienna

CZECHOSLOVAKIA and China have agreed to increase substantially their bilateral trade following a visit to Prague last week of Li Peng, deputy chairman of China's state council.

At the end of his visit Li Peng signed a trade agreement between the two countries which are set to reach SFr 5bn (£1.6bn) in the next five years. It was also agreed that trade exchanges would be SFr 35m during 1986, 15 per cent up on 1985, the Czechoslovak news agency CTK says.

Under the agreement Czechoslovakia will sell a 1,000 Mw thermal power plant to China, supply equipment for a gas plant, help in rebuilding some of China's fertiliser factories, and export Tatra and Liaz lorries, machine tools, textile machinery and other engineering products.

In return Czechoslovakia will import cotton, rice, soybeans, raw materials, tungsten concentrates, textiles, footwear, bicycle parts, tyres, car batteries, electrical products and ships from China.

Hitachi to make VCRs in US

BY OUR TOKYO STAFF

HITACHI has become the latest Japanese electronics concern to announce plans to produce video cassette recorders (VCRs) in the US.

The company said yesterday it might be the first to start production. It is to convert at a cost of SFr 51.5m (£10.6m) part of its existing TV assembly plant in Anaheim, California.

Hitachi said yesterday that that trade friction with the US was a factor in the decision, though it said that in the early

stages almost all parts and components would have to be imported. The company plans 50 per cent local procurement eventually.

Hitachi added, however, that it was the company's philosophy to produce in the largest markets. Now that the demand for VCRs in Europe appeared to be settling down, the US was the next logical place for investment in production.

AMERICAN NEWS

US Steel sets up venture project with South Koreans

US STEEL said it agreed to establish an equally owned joint venture with Pohang Iron and Steel.

BRASIL'S Central Bank President, Mr Fernao Bracher, has offered to negotiate with international banks on the \$450m (£317m) foreign loans of three domestic banks that failed last month.

Mr Bracher, himself from Petrobras, will need to secure the support of the foreign trade and in negotiations to secure Quebec's agreement to the 1982 Canadian constitution. The former Parti Quebecois Government in the province declined to sign the constitution four years ago after failing to win right to referenda.

Mr Mulroney will need to negotiate with the Canadian government to honour its financial obligations to the US.

The Canadian Government's initial refusal to honour its financial obligations to the US, and the subsequent negotiations between the two countries, will be the main focus of the negotiations.

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UK NEWS

Range Rover prepares US launch in 1986

BY KENNETH GOODING, MOTOR INDUSTRY CORRESPONDENT

BUS LAND ROVER subsidiary announced yesterday that its luxury four-wheel-drive vehicle, the Range Rover, was to be launched in the US.

A new, wholly owned subsidiary, with its headquarters in Saddlebrook, New Jersey, has been set up by Land Rover-Leyland, the commercial-vehicle division of the state-owned BL group. Now the search is on for top-class dealers.

Range Rover of North America Inc will initially attempt to attract about 60 dealers from among those selling prestige European models such as Jaguar, Porsche, Mercedes and BMW.

It hopes to have enough dealers in place to launch the Range Rover late next year, or early in 1987, and to sell between 3,000 and 4,000 in the first 12 months.

That compares with total Range Rover output of 11,897 last year and the record 12,181 in 1983. The vehicle has its own production line at Land Rover's Solihull, West Midlands, factory on which about 600 are employed.

In the UK the Range Rover costs about £15,000 before taxes, but the US price is likely to be half as much again and above \$30,000.

Land Rover says the decision to launch in the US follows the most extensive market research in the company's history. It lasted well over two years.

That also led to a detailed engineering programme to develop the vehicle to meet the special needs of the American luxury vehicle buyer.

The steady upgrading of the Range Rover sold in Western Europe in recent years has been in

preparation for the US introduction.

The vehicle is now available with four doors, has a fuel-injected engine, offers the option of a four-speed automatic gearbox as well as having a much higher level of interior trim than when the programme began.

The research showed that luxury four-wheel-drive vehicles have particular appeal for women in wealthy families.

Land Rover had that in mind when redesigning the Range Rover's interior styling, when it took weight out of the tailgate and made automatic transmission an option.

Land Rover would give no indication yesterday of the start-up capital for the new US subsidiary. A chief executive, almost certainly an American recruited from within the motor trade, will be appointed early in the new year.

However, there is a slight question mark over the venture because BL is currently talking to General Motors, biggest of the US automotive groups, about the possible sale of the Land Rover-Leyland business to GM.

If the Range Rover launch goes ahead it will mark Land Rover's re-entry to the US after an absence of 15 years.

The Land Rover utility vehicle was withdrawn because the company was not willing to spend the money necessary to enable the model to meet increasingly stringent US legislation. The parent group was strapped for cash and, in any case, Land Rovers were in short supply the world over.

By Our Motor Industry Correspondent

ENASA, the state-owned Pegaso truck company of Spain, has increased its shareholding in Seddon Atkinson, the UK heavy truck builder, by converting a £1.5m interest-free loan to equity.

The Spanish company acquired Seddon in March last year from the financially troubled International Harvester (IH) group of the US.

At that time, Enasa put in £700,000 of share capital and made the interest-free loan available to Seddon. An overdraft due to Barclays Bank and a short-term loan of £4m due to IH's subsidiary in Britain was repaid from finance provided by Barclays which also provided new facilities for up to £2m.

Mr Gerry Woodhead, Seddon's managing director, said yesterday that the latest change was a sign of Enasa's continuing confidence in its UK subsidiary.

He indicated that Seddon's financial position was steadily improving, compared with the past two or three years, and that its truck output this year should be more than the 1,945 for 1984. UK registrations would also be well ahead of the 1,863 last year.

Seddon's workforce of 650 at the Oldham factory in north-west England had remained stable since the reorganisation in 1983, he added.

Mr Woodhead maintained that Enasa and Seddon were working "in ever-closer co-operation to develop their product ranges further and to strengthen their place in the UK market, building on market share gains made in 1983."

Kotatsu move, Page 8

Labour calls for City markets commission

BY PETER RIDDELL, POLITICAL EDITOR

A SELF-STANDING statutory commission should be established to regulate City of London financial markets, including Lloyds, Mr Bryan Gould, Labour's trade spokesman, urged last night.

Mr Gould set out Labour's alternative approach to the Government's Financial Services Bill due to be published on Thursday.

He said that Labour would table amendments to the bill designed to convert the Securities and Investments Board (SIB), the main new regulatory body, into a fully statutory organisation, "along the lines of the highly successful commissions which operate in Ontario and Australia."

There would, he said, continue to be a role for self-regulation within the appropriate statutory framework of an expert commission which would be self-standing and independent of those being regulated.

Mr Gould said that Labour would "certainly press for Lloyds's to be included in the bill and, with the support of an increasing number of Conservative backbenchers, that

French group backs Channel Expressway

By Andrew Taylor

SCREG, the French construction group, has thrown its weight behind Channel Expressway, one of four groups bidding to build a fixed link across the English Channel.

Mr Gould argued that while its insurance business is already supervised, it is as an investment institution that Lloyds's must be subject to the same regulation as will apply to other City institutions.

In general, Mr Gould said that the proposed structure in the bill would be confused and cumbersome and would result in an unnecessarily elongated chain of regulation and considerable uncertainty.

He said that it had almost certainly been overtaken by majority City opinion which now recognised the desirability, or at least inevitability, of a proper statutory system of regulation.

In particular, Mr Gould argued that the SIB needed the power to call in a self-regulating organisation, "to discuss with it desirable changes in its rulebook, and to insist on changes in the rulebook where necessary."

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Believing in the future means looking ahead. In cars, looking ahead means BMW.



Whether people demand more from a top-class car than the conventional idea of sophistication and quality is ultimately a question of how great their expectations are and how deep their personal level of technical appreciation.

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Taken from that farsighted point of view, a BMW represents the unconventional, alternative attitude towards exclusivity. Especially where technology is concerned. But then that's exactly why the large BMW has come to be recognised all over the world as the outstanding illustration of how a car can justify its claim to exclusivity not merely through its luxury but also through its out-of-the-ordinary, progressive technologies.

High performance motoring plus favourable consumption and acceptable emission levels demand exceptional technological know-how, a basic reappraisal of the internal combustion engine ... and engine electronics.

And no other standard production car... offers such an all-embracing engine/transmission management system." (Schweizer Automobil Revue)

But much more important, aren't your own highly personal demands - and your own realisation that without the very latest technologies tomorrow's problems will never be solved - enough good reasons for choosing the forward-looking solution the next time you come to buying a top-class car?

Today, there's already one car that through its innovative electronic solutions has come a long way along the road to solving tomorrow's problems.

And underlying BMW's success with drivers all over the world is the philosophy of always passing on those technologies as quickly as possible to its customers.

Just take, for instance, what two highly respected motoring journalists had to say about the BMW 745i:

"At this moment in time, no other manufacturer is providing more conclusive proof that the engine technology of the future is totally inseparable from engine electronics." (Frankfurter Allgemeine Zeitung)

"High performance motoring plus favourable consumption and acceptable emission levels demand exceptional technological know-how, a basic reappraisal of the internal combustion engine ... and engine electronics.

And no other standard production car... offers such an all-embracing engine/transmission management system." (Schweizer Automobil Revue)

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Today, there's already one car that through its innovative electronic solutions has come a long way along the road to solving tomorrow's problems.

Not least amongst them, the need for greater environmental awareness without any loss in the performance and dynamism that are so essential to motoring safety.

So why should you settle for driving behind in the wake of progress?

Drive the large BMW. You won't only be doing yourself a favour, but also the environment we all share. So why not have a quiet word with your BMW dealer?

BMW cars. The BMW range of fine automobiles: the ultimate in performance, comfort and safety.



BMW AG, Munich

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FIELDING, NEWSON-SMITH & CO
Stockbrokers. 5th Dec 1985

"SGB shareholders should hang on"

INVESTORS CHRONICLE
13th Dec 1985

"...the BET offer is an inadequate reflection of SGB's worth and investors should reject the offer."

BUCKMASTER & MOORE
Stockbrokers. 5th Dec 1985

We have already reported record results:

- pre-tax profits up 23 per cent for the year ended September 1985.
- record pre-tax profits up by at least 33 per cent for the current year.
- dividends up, first by 19 per cent, then by 33 per cent.

In the current year, our earnings are forecast to grow at least 40 per cent. We do not believe BET can match this.

No wonder more and more experts believe the BET offer is a bad deal. Reject the bid.

SGB

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UK NEWS

Komatsu plans first EEC production unit

BY JUREK MARTIN IN TOKYO

KOMATSU, the leading Japanese manufacturer of construction machinery, will today confirm that it is making a major investment in a new plant at Birtley on the outskirts of Newcastle-upon-Tyne in north-east England.

This will be Komatsu's first EEC production venture and will probably be its largest outside Japan. It has been brought about in good measure by the EEC anti-dumping action against Japanese hydraulic excavators enacted last July.

Mr Shoji Nagawa, the company's president, is now in London and is due to make the formal announcement at the Department of Trade and Industry this morning. Komatsu officials in Tokyo yesterday refused to comment on the substantive details ahead of the announcement.

Local press reports, which were not denied, said Komatsu would produce oil hydraulic excavators and wheel loaders on a 200,000 square metre site formerly owned by its big international competitor, Caterpillar of the US, which closed its Newcastle operation in September 1983.

Komatsu's move is significant on

several counts. As the clear Japanese market leader in construction machinery, trailing only Caterpillar in world sales, its initiative may prompt other Japanese companies to follow suit, especially given the damage to exports to Europe by the EEC's retaliatory action.

In July, the EEC had put on anti-dumping duties ranging from 2.9 per cent to 31.9 per cent on Japanese construction machinery; in the important hydraulic excavator business, the duties were 26.5 per cent.

Komatsu, it is understood, intends to sell the total output of its Newcastle plant inside the Community.

Few large Japanese industrial companies have been as reluctant to set up overseas production ventures as Komatsu. Its history has long been as a company with a great preference for supplying foreign markets from its exceptionally efficient and well-managed Japanese factories.

A combination of trade friction and a revival of Caterpillar's fortunes seems to have changed, at least partly, the company's strategy. Earlier this year it announced it was building an assembly plant in Tennessee.

Their include BT, UK computer maker ICL and large US groups such as IBM, the world's largest computer maker, and Electronic Data Systems, a subsidiary of General Motors.

The Government's problem is to encourage the rapid development of Vans without breaching its commitment to protect the revenues of BT and Mercury Communications.

Guy de Jonquieres looks at the latest attempt to sort out a policy conflict

Move to solve telecom dilemma

THE new consultative document on value-added network services (Vans), which the Department of Trade and Industry (DTI) is expected to publish soon, is the latest attempt by the Government to reconcile an awkward conflict between the objectives of its telecommunications policy.

Vans are a new type of business combining communications and the power of computers to provide a wide variety of information services, a subsidiary of Cable and Wireless.

The Government has said that competition in the transmission of telecommunications traffic will be restricted to the two companies until mid-1988.

The problem arises because rapid technological change makes it very hard to distinguish clearly between telecommunications services, such as Vans and the transmission of information on communications networks.

Vans suppliers lease private lines from BT and Mercury for a flat fee and could undercut the two carriers by reselling some of their circuit capacity cheaply to other users.

Although the UK Vans market is the most advanced in Western Europe - more than 800 services have been licensed - it is still quite small.

But it is expected to grow fast in the next few years and is attracting keen interest from a wide range of companies.

They include BT, UK computer maker ICL and large US groups such as IBM, the world's largest computer maker, and Electronic Data Systems, a subsidiary of General Motors.

The issue was given a further twist 18 months ago when BT and IBM proposed jointly to launch a sophisticated type of computer communications system for large companies called a managed data network.

The Government vetoed the project on competition grounds but also promised to review its whole licensing regime.

Its review led to a consultative document published last June. This was widely criticised by Vans suppliers as unworkable and unworkable.

There was a chorus of complaints led, ironically, by IBM that the proposals would have given an unfair advantage to BT by allowing it to subsidise its Vans business from its telephone network revenues.

The test proposals largely reverse the Government's earlier position. It plans now to allow the almost unrestricted resale of private circuit capacity for the transmission of computer data, although BT and Mercury would retain their "duopoly" over traditional voice telephony.

Under the new rules a Vans supplier could, for instance, lease from BT or Mercury a private circuit linking London and Manchester and use it to carry computer data for customers at a fee. The circuit could be connected with the BT and Mercury dialled telephone networks at one (though not both) ends.

This marks a major advance for liberalisation and a success for heavy lobbying by IBM, which is keen to expand into telecommunications. Like other large suppliers of Vans revenue of more than £250,000 a year, IBM would still be subject to special conditions aimed at preventing it from establishing a dominant market position.

But the proposals are causing acute anxiety at BT. It fears the new rules may result in loss of profitable revenues by encouraging many of its larger business customers to club together to lease private circuits and bypass BT's public network.

BT also argues it will be handicapped because, unlike most other Vans suppliers, it will be required to offer such services nationwide.

The latest proposals also contain tougher curbs on BT's freedom to cross-subsidise Vans out of network profits.

The outlook is less worrying for Mercury because it has less to lose and could even benefit from the freedom to lease private circuits from BT and sell capacity on them to its own customers.

Mercury is still building its own network and does not plan to start a full dialled telephone service until next spring.

The proposals, if adopted, could put pressure on both BT and Mercury to cut tariffs for their public network services to make it less attractive for their customers to use private circuits.

That could result in a short-term revenue loss. But the Whitehall view is that this should be compensated by the much faster growth of data traffic which the proposals are designed to stimulate.

Plan backed to help small airlines start new European routes

BY MICHAEL DONNE, AEROSPACE CORRESPONDENT

THE Civil Aviation Authority (CAA) has now recommended to Mr Nicholas Ridley, Secretary for Transport, that seven independent airlines should be given financial help by British Airways to start 13 new European short-haul routes.

Under this scheme, first announced in the Government's White Paper (policy document) on airline competition policy a year ago, BA is prepared to give each independent airline concerned up to £40,000 for each new route it starts over a three-year period. A total of 15 new routes is envisaged involving BA in an outlay of £7.5m.

The aim is to encourage the smaller independent airlines to start routes to the European continent from regional airports, preferably to destinations not served by BA even though it may fly from those airports.

The airlines and routes recommended for the BA cash grants are: Ace Aviation (Glasgow to Brussels and Hamburg); Air Ecosse (Glasgow to Dublin); Air Europe (Manchester to Gibraltar); Birmingham Executive Airways (Birmingham to Amsterdam, Dusseldorf, Frankfurt and Stuttgart); Connectair (Manchester to Rotterdam); Dan-Air (Manchester to Amsterdam, Oslo and Stockholm); and Euroair (Aberdeen to Esbjerg, Denmark).

The CAA says if the necessary traffic rights can be obtained from the foreign governments involved, a further two routes could be added from a "reserve list".

In order of priority, this list includes Ace Aviation (Glasgow to Gothenburg); Birmingham Executive Airways (Birmingham to Oslo, Stockholm and Gothenburg); and Suckling Aviation (Manchester to Amsterdam).

Overall, the view is that for most of the new routes now recommended there should be little difficulty in obtaining the necessary reciprocal rights.

In any event, these are not needed for the routes to the Netherlands and Belgium under the "open skies" agreements between the UK and those countries, but winning such rights could be more difficult for the Scandinavian countries.

Inquiry starts into Boeing wing flap

BY OUR AEROSPACE CORRESPONDENT

AN INVESTIGATION has been started in the US by the Federal Aviation Administration (FAA) into how a large piece of a British Airways Boeing 747 wing flap fell off as the aircraft approached Boston's Logan airport on Sunday, with 271 passengers and crew aboard.

The aircraft landed safely. The flap section, 4ft by 12ft, fell off a house and a parked car and caused no injury. But the potential for injury is regarded by the FAA as having been considerable and a full-scale investigation is planned. The aircraft is grounded at Boston until the investigation is completed.

BA yesterday sent several of its own engineers to Boston. The UK's accident investigation branch of the Department of Transport has sent observers. The UK Civil Aviation Authority is also involved, through the UK's mandatory incident reporting procedures.

BA said yesterday that preliminary studies showed that the flap, from the inside left wing, damaged the tail cone of an engine as it descended.

Science park to boost business innovation

BY ROBIN REEVES, WELSH CORRESPONDENT

THE £5m Newtech Centre on Deseide Industrial Park in North Wales, described as Europe's largest first-phase science park development, is to be officially opened today by the Prince of Wales.

The centre is designed to accelerate the growth of new industries in an area which has been particularly hard hit by the rundown of steel and textiles employment. It is intended to provide "a total environment for business innovation".

It consists of a £1.5m laboratory complex, offering a wide range of scientific, computer and laboratory facilities, under the aegis of the North-east Wales Institute (Newi) research division, and a range of

Research spending rises

BY DAVID FISHLOCK, SCIENCE EDITOR

TOTAL British government spending on research and development (R&D) is still rising, according to the latest annual review of government-funded research and development. But the review warns of an impending fall in government spending in two years' time.

The review, produced by Sir Robert Nicholson, chief scientific adviser to the Government, and his Cabinet Office science committee, estimates an 8 per cent increase in 1984-85, to £4.2bn, and a further 10 per cent increase in the current year to nearly £4.7bn.

It says the increase represents about 3 per cent above general in-

The Sun also sets.

If all you want on your holiday is sunshine, you're too easily satisfied. You're also fortunate, because the world is full of places, some nice and some quite nasty, that can give you what you seek.

But what will you do when you've had enough sun?

And what will you do when it sets?

A holiday should be a pleasure at any hour you favour, under the sun or the stars, in your choice of landscape, whether you're active or sedentary, culture-minded or hedonistic.

If you agree with us, and want your holiday to satisfy all of your senses and sensibilities, read on about Spain.

The mountains or the shore?

Spain has plenty of both. Our mountains, among the highest in Europe, offer some of the world's best and least crowded skiing. There's great climbing, too, and every other mountain sport in season.

As for the shore, take your choice of beaches from nearly 6,000 Km. of coastline.

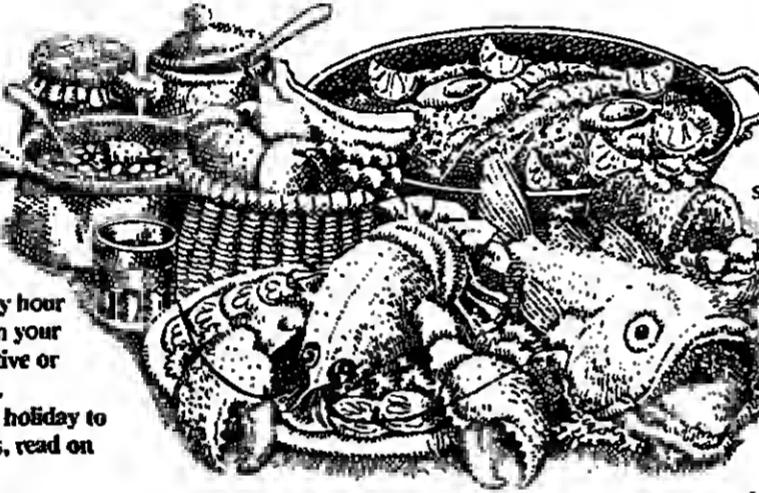
Have a great Spanish holiday at sky level or at sea level.

It's up (or down) to you.

What if you sunburn easily?

Spend part of each day indoors. In shops, for instance, selling choice leather, lace, porcelains, antiques and art.

Or come indoors to see things money can't buy. In the great museums of



regional wines keep them perfect company.

By the time you've savored the last of your Spanish brandy, you will have had a late night. And the fun is only starting.

Enjoy our longest, latest nights.

At Spanish fiestas, the party seldom stops until sunrise.

And at many, not until two or three sunrises have passed.

No matter when you come to Spain, you will find a fiesta somewhere. There are literally hundreds throughout the year. Some are simple Saints' days in little village squares. But these are often wonderful for their intimacy, the welcome given to strangers and their sense of natural, unplanned gaiety.

Others are spectacles, elaborately staged and wardrobe. See processions, mock battles, floral decoration competitions, wine harvests or solemnly impressive holy days. Or watch the breaking of wild horses or the showing of exquisitely trained horses. Or see the running of the bulls at the St. Fermin fiesta in Pamplona, made famous by Hemingway.

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Every fiesta is a party, and you're invited to them all.

What's to do at night between fiestas?

If night clubs, casinos, ballet, opera, jazz, folk music, discos, rock music and flamenco dancers don't interest you, there really isn't very much.

Perhaps people-watching at an outdoor cafe while sipping a rare sherry might catch your imagination. Or you could just go to your room and read a book.

Speaking of rooms...

Spain offers every kind of accommodation, from simple country inns to world-class deluxe hotels.

Some of our most modern hotels are in some of our most ancient buildings. Many castles and other historic landmarks have been converted with ingenuity and elegance featuring art and furnishings of their periods. Interestingly, even our newest and most fashionable resort hotels use traditional Spanish architectural themes and decor, so you never have that modern sense of déjà vu found in the usual "international" resort.

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If you're interested in visiting Spain, there's much more you'll want to know.

Such as details on your personal interests. Where you can golf or charter a boat or hunt for game, for example. Or how to follow the route of Don Quixote. Or where the Paradores, our national tourist inns, are located.

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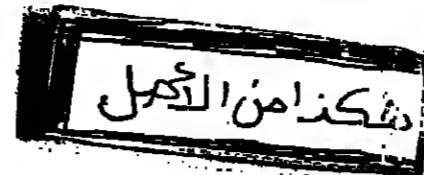
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مكتبة العجمي



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It's an idea too appealing to be limited to America. That's why the gnomes of Freddie Mac took it abroad. With this new multifamily mortgage security, the multifamily PC, Freddie Mac became the first organization to target mortgage pass-through securities to international investors.

In Great Britain, France, Switzerland, Germany and The Netherlands, investors purchased over \$100 million of these PCs. Along with the

security and attractive yield that mark all Freddie Mac securities, this issue also offers monthly payment of principal and interest, pricing based on weighted average life, and call protection during the initial term. Further, after conversion to book entry, these securities can be traded in the international and American capital markets.

The response was impressive. But what's really important is that this transaction opens the door to more internationally targeted mortgage-related securities.

That's resourcefulness. The kind investors expect from this pioneer in mortgage-related securities. The kind the whole world can appreciate.

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THE MANAGEMENT PAGE: Small Business

MOST BIG companies at least pay lip service to the idea of supporting small businesses, but when it comes to buying their products, they take a tougher line.

Learning that simple rule can be painful; a faint engraving on the heart of Frank Harper-Jones, 53-year-old managing director of Hemetronics, a maker of protective boxes for microelectronic circuits. For this start-up venture, based at Slough, in Berkshire, came close to running out of cash earlier this year because it underestimated how long it would take for some of Britain's biggest defence and telecommunications companies to decide whether to buy its goods. "They just didn't want to take the risk," says Harper-Jones.

Hemetronics only pulled itself back from the brink of disaster by raising a second round of finance—£500,000—in September, to add to the £228,000 it had already spent since its formation in April last year. In the process, it became one of the few companies backed by a Business Expansion Scheme fund to have pulled off a rights issue.

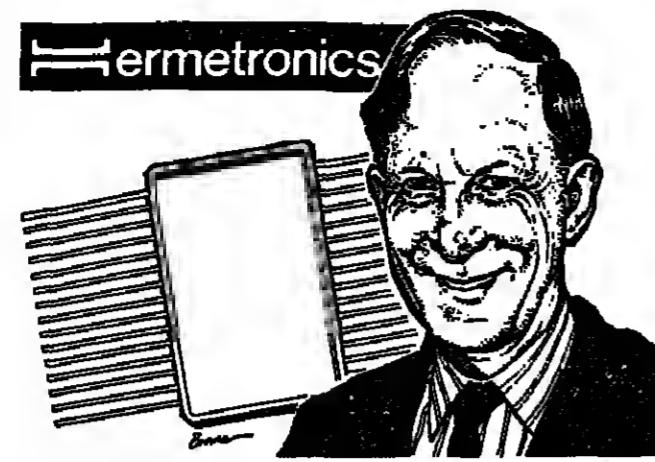
The refinancing involved some costly and complicated administrative contortions linked to the legal rights of the several hundred individual investors in the fund. They highlight an important criticism of the BES—that it makes it hard for companies to raise successive rounds of finance.

Of the 448 companies to have received backing through the BES and its predecessor, the Business Start-up Scheme, during the four years to April 1985, 56 have called on their shareholders for more. But as Hemetronics' experience shows, significant penalties are paid by start-ups which underestimate how much initial funding they need to bring them to commercial reality.

"It's a typical situation," says Peter Hyatt, a partner in accountants Neville Russell, which organised the rights issue. "Naturally, start-ups have no track record. That makes many people cautious about asking for what they really need, with the result that they find they are underfunded two years later."

Harper-Jones and his three co-founders established Hemetronics after they failed to sell a management buy-out of their former company, Sintered Glass Products, a loss-making producer of glass beads for miniature electric lamps, which belonged to the mini-conglomerate Sale Tiliney until it was split up and sold two years ago.

They had for several months been toying with the idea of making circuit boxes, or micropackages in electronic jargon.



Frank Harper-Jones raised a second round of finance

A struggle for credibility

William Dawkins on Hemetronic's efforts to become a supplier to large companies

These look like gold-plated sardine tins and are designed to protect circuits that operate in difficult conditions like inside missiles or underwater.

The market was £25m for all types of micropackage in the UK, estimates Harper-Jones—but was fast growing and looked as if it would be receptive to a British newcomer.

Most of Hemetronics' customers are US or Continental European, with the exception of Marconi Osram Valve, a subsidiary of General Electric, Britain's major electronic and electricals group, which sells chiefly to its parent.

That means, he argues, that the foreign competitors are likely to be at a disadvantage on the UK front in an industry where customers like to work closely with their suppliers in designing and testing products. Dr Peter Barnwell, a director of Murray Electronics, a typical firm in the sector, agrees: "One of the basic problems of the UK electronics industry is that it does not have the infrastructure to support it."

Hemetronics is just beginning to exercise its advantage as a UK supplier. Large electronics companies like Plessey, STC, Ferranti and Welwyn Electric, have confirmed their interest in a UK source for micropackages.

After the obligatory pilgrimage round the City, Hemetronics eventually raised £453,000 in equity from English and Caledonian Investment and the Singer and Friedlander Business Expansion Fund, plus another £175,000 in loan stock from S&F.

Just over £500,000 worth of losses last year, the group is forecasting that it will break even by next March or April. To do that, it will have to sell shares from just £12,000 in the six months to November to an annual rate of around £1m. Current customers include Newmarket Microsystems, part of Cambridge Electronics Industries, and Memory Devices, an US-owned group, which, with another customer, takes about half of turnover.

The plan was first to get established by persuading large electronics companies to buy Hemetronics' packages instead of their US equivalents before moving on to try their appetites with cheaper glass packages, for which the group now has six prototype orders.

Says Martin Perrin, Hemetronics financial director: "If you launch straight into the market with a new company offering a new product, that really would be a mistake." So we waited to sell something that we knew people would already want so as to build up credibility."

Turning the large electronics companies' interest into business, however, has been a different matter. No potential

customer has yet turned Hemetronics down, but Harper-Jones found that their assessment times were far longer than expected.

STC, for instance, demanded 24 package samples for laboratory testing, including a 28-day damp heat and salt spray test, as well as doing its own scrutiny of Hemetronics' management in an exercise lasting nine months. The reward? Orders worth a mere £40,000, though Harper-Jones expects that to improve substantially in the next year.

The consequences of these delays was almost disastrous. Like any manufacturing company, Hemetronics has little flexibility to cut costs when orders are low. About 70 per cent of its £25,000 per month running costs are fixed, while equipment, tooling, research and development and other startup expenses took £250,000 out of the bank account before it even moved in to its rented emerge by the beginning of this factory.

The first sales started to emerge by the beginning of the year, but not fast enough. By the end of March, Hemetronics had completed its first 12 months with a turnover of £9,720, dwarfed by the £223,570 cost of sales.

By the early summer, it was clear that Hemetronics was about to run out of cash. Yet the management, who had stumped up £50,000 for 25 per cent of the shares in the first round, had no more to put in. S&F's BES fund was fully invested in accordance with its requirement to permit its shareholders to claim full tax relief, and English & Caledonian had no more to contribute.

It was at this point that Hemetronics' experience shows, significant penalties are paid by start-ups which underestimate how much initial funding they need to bring them to commercial reality.

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After the obligatory pilgrimage

round the City, Hemetronics

Buy-out funding falters

THE flow of cash looking for management buy-outs continues to increase, though there are signs that fund-raising of this kind of deal might be getting less easy in Britain.

F & C Buy-out Trust advised by the venture capital arm of Foreign and Colonial Management Group, has received commitments for £10m, just half of the maximum target it set when it started marketing the trust in the autumn.

James Nelson, managing director of F & C Ventures said the much larger management buy-out funds announced earlier in the year by groups like Candover Investments, Electra Investment Trust and J. Henry Schroder Wagge have taken a tremendous amount of time to attract investors' attention.

His task was made no easier by the fact that F & C is a relatively unknown—though not inactive—player in the management buy-out game; a sign that some of the smaller buy-out funds still in the market for cash might also be finding it hard to attract investors' attention.

Nelson, however, is finding it rather easier to pick up business than to attract it. He has already lined up three investments and expects to land two or three more by the time the trust closes next month.

The trust is participating in a complex £12.8m (£9.8m) buy-out of Europe's largest operator of in-store hairdressing and beauty salons, newly re-named Essamelle Holdings. The deal is unusual because Essamelle's former owner, Seligman and Fitz, US manager of its two hairdressing salons and jewellery business, has itself just completed a £30m buy-out. Essamelle used to be a S & L's international division.

Another complication was that the five-year limit before which BES investors are not permitted to sell their holdings would have to start fresh for the new shares created in the rights issue. Moreover, there was no guarantee that they would take their full allocation, with the result that the prospectus had to be underwritten by the two institutions, who also called in the London & Scottish Clyde investment trust to support almost half of the issue.

In the event, BES investors took up all but £52,000 of their full £149,000 allocation, with the balance going to S&F and the other institutional investors.

Another relative newcomer to buy-outs, Scottish Eastern Investment Trust, is to make up to £20m available for small management acquisitions. The money will back buy-outs arranged by Candover Investments.

Scottish Eastern, which has £240m under management, is looking to pick buy-outs where less than £10m on non-bank finance is required. Institutions representing another £40m have made similar arrangements with Candover.

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THE ARTS

London Galleries/William Packer

Stages in a gallery

That so distinguished a designer for the theatre as Yolanda Sonnabend should be given the run of the Serpentine Gallery (until January 5) sets an important precedent: theatre design, being supposedly a lesser discipline than painting, is seldom given its due and distinct notice. Here we may see her work in the setting not of the theatre, with all its momentary excitement and distraction, but of the art gallery.

Two of the rooms are given to her paintings, the interior hall to her models of sets and countless drawings for costumes, and the fest gallery is all but taken over by an extraordinary installation, full of theatrical jumble and artifice, into which the visitor may peer and wander.

The clear sense throughout the exhibition is of a peculiarly romantic sensibility. It is not that romanticism itself is anything unusual in British design for the theatre since the war. But what makes Miss Sonnabend's

version so very much her own is its uninhibited extravagance and decorative gusto, which never shrink from the melodramatic or overstated into mere good taste.

Even her simplicity is extreme and demonstrative, and when she comes to overt reference in her theatrical work to particular cultural sources and material—the Japanese for example, the Classical or the Venetian—there is no question that she should except the obvious restraints of her example. All is put through the mill of her creative response: her Japanese costumes for Kenneth MacMillan's *Rituals* (at Covent Garden in 1978), Japanese in essential feeling while lacking in detail, in material and making, all the expected clarity, order and precision, but being instead deeply expressionist in the direct, free way they were put together for immediate effect.

Her work as a painter gives the key to it all, for in it that innate romantic expressionism

is everything, though not always altogether effective or controlled. The best of the paintings are remarkable and authentic works of art, fully achieved, and there is no doubt of the sincerity of her engagement with the rest, nor of her talent. Two in particular, of figures enclosed within ornate catafalques in a church in Prague, are fine and lovely things—but here again, perhaps, there is a clue, if of another sort.

The painting is subject to private discipline alone, the design for theatre to one that is both given and shared—and there is nothing like the imposition of an external responsibility and an unforgiving deadline for bringing the work to a commitment. Sometimes the paintings can and do, as the catafalques show, exert through their subject and practical interest their own unconscious pressure upon the artist to see the work through to a resolution. Rather too many, however, remain somewhat sleek and unresolved, as though the mere statement of the image, powerful as it might be, is in the theatre, therefore, that the substantial achievement lies, in which Miss Sonnabend is most fully engaged and fully stretched. Her potential in that other field is clear enough, and only waits upon her decision to change course. In the meantime there is quite enough to admire and enjoy: the exquisite models and maquettes; the bold certainties and variations of the costume drawings; and the installation that teases close to sculpture, its metal superstructure of poles and trellises heaped by tumbled prop fragments of the figure cast from life and a multitude of masks.

The National Portrait Gallery's latest offering is a delightful exhibition of photographs, *Stars of the British Screen* (until March 2, then to Bath). The period covered is the last 50 years and though the images from recent years are as strong as any, the cocktail of nostalgic charm and positive quality makes the work of the 1930s and 1940s the more potent. Rather in the manner of the great Hollywood studio photographers, such as George Hurrell, whose work has lately become so familiar through the several exhibitions and books of the *Hollywood Collection*, here are at the heart of the memories of our contemporary popular culture, on and off the set. But any American comparison



Vivien Leigh

is marked more by conspicuous difference than similarity, despite the common ground of subject-matter and celebrity, for here the style is unmistakably British: less gossipy and underlined, redolent of all the attitudes and virtues of charm, discretion and self-enfacement which are boasted of so modestly. It is a view of ourselves fixed on celluloid that is entirely middle-class, self-conscious, self-indulgent, sentimental and irresistible.

There they all are: Greer Garson in *Gone With the Wind*, Elizabeth Taylor in *The Scarlet Pimpernel*, Elizabeth O'Brien, Vivien Leigh, Laurence Olivier, as Hamlet, Margaret Lockwood, the Wicked Lady, Celia Johnson, and Trevor Howard together in *Brief Encounter*, a very, very young Joan Collins. The photographers are sometimes anonymous, often obscure, all excellent. And bow s it is, we realise with a quiet shock, that nostalgia intervenes, qualifying our vision and our sense of the past; bow even the 1980s fade back into 1970s and the 1950s, and Julie Walters of 1985 is all one with Glenda Jackson, Rita Tushingham, Julie Andrews, Valerie Hobson and Evelyn Laye.

But any American comparison

LCB gala/Sadler's Wells

Clement Crisp

It is difficult to know quite what to make of London City Ballet's gala on Sunday night, staged in the presence of the Princess of Wales, and organised in aid of the company's own coffers. The troupe works hard touring ballet higher and lower, as Beryl Grey, a member of its board of trustees, assured us during Arts Council subvention. Whether the collection of disparate and imported items and artists which made up the programme—which began 30 minutes later than advertised—offers a compelling view of LCB aims and identity I would not care to hazard.

The most considerable piece on view, and rather too long for the occasion was André Prokofiev's *Romeo and Juliet*. This encapsulation of the tragedy is set to Berlioz music, well arranged by Leonard Salzedo, and is imaginatively and simply designed by Peter Farmer. Prokofiev managed to reduce the action to LCB's modest forces so that the dancer's skill and artistry feeds in Vienna rather better than the later inabilities of the drama, but it is given with whole-hearted involvement by the company.

Edmund Stripe, a young dancer with LCB, made a promising shot at coping with the nullities of a Philip Glass score in *Continuum*, but after an intelligent first response to this braying wallpaper, he found himself trapped by its excruciating repetitions. Glass does no more than shift the pattern slightly, and Mr Stripe could do no more than mirror the tedium processes. A nice joke came with a *Tango* apparently concocted at the last moment by the Royal Ballet's

Simon Rice for some of his colleagues and teachers, who are seen finding solace in tipple, served *Family Towers* fashion by Jonathan Burrows.

Mr Burrows also has an accordion which is getting the better of him, while Maryon Lane (how good to see her back on stage) was maddened with wine and roses, and Marguerite Porter, en belle in a new hair-style and a fetching black outfit, became very Spanish on a table, beneath which Fiona Brookway started a tiny exploration. Michael Coleman gave us his mad scientist act, and Donald MacLary and Bruce Barralough tried to keep their cool. Brief, giggly, it was ideal gala fare.

Not so, alas, the *Windigo* Road which Wayne Sleep made for Barbara St Claire, five chaps and him, to Beatles songs which sound mindless orchestration, and the Jack Carter *Quodlibet* in which part of a dire piano and wind quintet by Pouchelli and Hill supported some thin jokes for the company.

Mr Sleep also appeared with Nicola Treherne as Torvill and Dean, but the originals are funnier than any satirising can make them, because serious about their ice-bound banalities. There were whiz-bang performances of the *Don Quixote* pas de deux (by Denise Welton and Peter Jacobson) and the *Walpurgisnacht* duel (Marian St Claire and Matz Skoog), and a raffle for gifts ranging from an Ethiopian cross to the adoption of an English vine—which sounded as if they were what someone's true love proposed for the 13th and subsequent days of Christmas.

Berkoff/Donmar Warehouse

Michael Coveney



Alistair Muir

Steven Berkoff

Since last appearing on the London stage in 1983 Steven Berkoff has been consolidating an impressive film career in *Beverley Hills Cop* and *Rembo*. But there is an airing on old and in a solo double-bill of a new piece, *Harry's Christmas*, and an adaptation of Edgar Allan Poe's *The Tell-Tale Heart*. Berkoff reaffirms his peculiar virtuoso status within the British theatre as a shapely skilled mimetic bowdler boy, a sort of *Aladdin* in boote and braces.

Physical detail is always fascinating in Berkoff. His movement is always of exemplary economy and expressiveness, as when answering a telephone while blinded with cigarette smoke, or crouching on an invisible loo while sourly contemplating the blushing faces of children all over the country. Christmas morn. The action of tossing in a troubled sleep an *art*—trance-like, sipping a cup of coffee—these trivial details become of momentous theatrical import through the sheer bravura of their execution.

As the haggard old murderer in the Poe story, Berkoff indulges the more extravagant side of his art in white face and dowdy black tails. Standing in his victim's room with a lantern, he explains his obsession with the vulture eye and planting pauses of outrageous length before unleashing a surprise word like "sagacity" which makes a word like "creak" a polyglotic aria in itself. It is a wonderful display, wicked and unforgivable, and received, quite rightly, with great applause by an enthusiastic audience.

Giselle/Rome

Freda Pitt



Valerie Masterson and James Bowman in the ENO's "Julius Caesar", which opened last night in London. It will be reviewed tomorrow by David Murray.

A company that is too small to match the great classical ballets but is determined not to be thwarted in a desire to perform them has three ways open to it. It may just invite guest artists for the principal roles and reduce the contribution of the *corps de ballet*—a common practice. Or it may retain the traditional choreography and change only the setting, as in the *Dance Theatre of Harlem's* *Creole Giselle*. Or it may prefer to jettison the spirit as well as the letter, as Mats Ek has done in his decidedly odd reworking of *Giselle* for the *Calburg Ballet* from Stockholm, which numbers only 18 dancers. The company is a favourite in Italy and drew a large audience to the *Teatro Olimpico* in Rome.

Some who, perversely, Ek—Birgitta Calburg—can—use a particularly full version of the score (on tape), whilst at the same time ignoring the original purpose of the individual numbers, so that for instance Hilarion takes over much of *Giselle's* great signature solo in Act I as well as some of her Mad Scene music.

Instead of the opening bars being played with the curtain down, they accompany a typically manic, convulsive solo for *Giselle*, the village idiot, who seems to be despised by the sinister-looking black-garbed villagers, thus straightforwardly weakening Ek's rather simplistic notion of *Giselle* as a helpless victim of exploitation by the villainous aristocracy. Hilarion seems to be her keeper or guardian—she is motherless for this production—and his menacing stance in his dark suit and cap as he ties a rope round his erring charge to bind the aspect of a gangster at the beginning, but Yvan Auzely possesses a noble style and features to match once he is harnessed. He also possesses a remarkable technique, which it would be a pleasure to admire in a different repertoire. While Auzely is small and compact, Luc Bouy, the Albrecht, is tall and rather ungainly, looking dissolute rather than aristocratic. Having the gentle prance through the countryside in evening dress is rather any justification of a set visible.

Ek seems intent on debasing *Giselle* to the very limit, por-

traying her as the total negation of the beauty, ethereal lightness and unattainable romantic essence of Gantier's fancy. Anna Laguna, an excellent dancer, has not only to look gaunt but also to wear a repulsive beret with a dark crocodile and skin. Nearly all her movements are artificially distorted and graceless, including the (barefoot) jumps. Albrecht can no more be held to have seduced her than to have driven her to madness, since she is mad already and all hot falls on him and begins tearing off his white dress clothes. It is a murderous attack on *Giselle's* part, with ludicrous egg-shaped bouncing bolders, rather than a suicide attempt that leads to her incarceration—in the lunatic asylum where the second act takes place.

Although the *Mythril-figure* is depicted as an authoritarian num, neither Hilarion nor Albrecht seems to suffer from any restriction as to visiting hours, and they both come and go, obliterating the head-banded *Giselle* and her frequently croaking-looking companions. Ek would have done well to cut at least half of this act, which is insufferably tedious in its repetitiveness and also contains such illogically's as a show of tenderness from Albrecht towards *Giselle* although he had demonstrated no feeling for her in Act I. Nor in this production are we led to assume that they had met before curtain-rise.

The closing moments take us back to *Marie-Louise De Geer* Bergenstråle's crudely designed fields where Albrecht—who has inexplicably lost all his clothes—is contemptuously thrown a cloak by Hilarion.

On different themes, and with different music, some of the choreography could be welded into a most interesting work. Judged by its title, however—even if one accepted the all-pervading ugliness—the reworking does not convince, because Ek has not followed his ideas through sufficiently. The hilarious parody of Act 2 performed by the *Trockadero Monte Carlo* company adheres much more closely to the spirit of *Giselle* than Ek's heavy-footed, naive would-be political allegory.

Saleroom/Anthony Thorncroft

Christie's has successfully pioneered a saleroom demand for contemporary ceramics and its third auction of the year yesterday produced a total of £125,701 with just 5 per cent unsold. Hans Coper fetched the highest prices with a private collector paying £10,260 for a 1968 pot in tube form with a spherical belly; its top estimate had been £4,500.

In contrast, the star lot, a monumental stoneware shoulder bottle, 43 cm high, by Coper, went slightly below forecast at £8,640. A rare stoneware composite bottle doubled its estimate at £7,020. A 1965 stoneware bowl made the same price and Fischer Fine Art paid £6,480 for a tall slender stoneware vase.

Jon Kimura Parker

David Murray

Sunday's Elizabeth Hall recital by Kimura Parker, the 1984 winner of the Leeds International Piano Competition, displayed no new virtues beyond what his earlier London performances have shown—it rather confirmed some doubts. To offer a programme of standard works and do justice to none of them might count as a youthful peccadillo. Parker turns 26 next week, but it was disconcerting to find no evidence of an individual personality, nor even a knock for generating plain excitement.

His Mozart, the D major Sonata K311, was innocent: the Andante was curiously unashamed to a music piece. Among Debussy's *Estampes*, "Pagodes" was simply fastidiously, but "Soirée dans Grenade" and "Jardins sous la pluie" were skittish and humpy, missing the style and the atmosphere of miles. Liszt's great B minor Sonata seemed, until the fugato, to waltz at every second bar: stop-go performances of the sonata are common enough, but this one hardly went at all. Even the fleetly brilliant passages, for which Parker has excellent fingers, were dalled by a beastly left hand and very raw pedalling. On this showing, a premature "major international career" is a threat to be avoided at all costs.

He avoided the later variations of the

SPNM/Abbey Road

Andrew Clements

The combined open rehearsals and recording sessions that the Society for the Promotion of New Music holds at EMI's Abbey Road studios subject new scores to a most searching examination. Each work is generally played twice, and sections of it rehearsed, so that the audience comes away with a better idea of the composer's intentions and their success in realising them than it does from many a more prestigious première when the score is heard only once.

That gap between intention and achievement was emphasised by both of the pieces chosen for Sunday's session.

David Sawyer's *Relief* was quite striking at first hearing—vividly scored for a big-band ensemble of reeds, brass and percussion, and generating some agreeable though tough textures. It was revealed as a study in shifting instrumental layers, with groups of players accelerating and de-

celerating around the central pulse. But as Oliver Knussen showed, the London Sinfonietta is a most difficult work to realise accurately, and raised the question of whether the technician demands justly the musical end.

In Nicholas Harbord's *Ching Ching* the problems were more of co-ordination, but of obtaining a meaningful balance between the solo soprano (Rosemary Hardy), who sings five translations of Chinese poems, and the heavily over-scored instrumental writing. Presumably the composer intended there to be a tension between the hittie, highly wrought ensemble lines and the cool, laconic delivery of the text. But in performance one simply masks the other, and any sense of dialogue between the voice and its accompaniment is buried before it can begin to be appreciated.

Arts Guide

Dec 13-19

Opera and Ballet

WEST GERMANY

Frankfurt Opera: This week's highlight is Tosca with Galina Vassilieva in the title role and Giacomo Aragall as Cavaradossi. Der Zigeunerbaron is conducted by Michael Luigi. Hoffmanns Erzählungen has fine interpretations by Elizabeth Parcell, Paula Page and William Cochran (26/27).

Stuttgart, Württembergisches Staatstheater: Fliegende Holländer, with Dietrich Fischer-Dieskau and Renate Brönnimann. Händel's Alceste and Reinhard Keiser's *Die Jünglinge von Nemi* are also on the programme.

Bayreuth: *Die Zauberflöte* with Plácido Domingo, Renée Fleming, Dietrich Fischer-Dieskau and Birgit Nilsson (28/29).

Cologne, Opera: Premiering this week is Zar und Zimmermann, produced by Willy Decker with Hermann Prey, Martin Flöck and Mariana Hirschi. Hänsel und Gretel has Anneliese Rothenberger and Milagro Vargas. Massenet's Werther is sung in French (30/31).

Hamburg, State Opera: Boris Godunov in a concert version stars Kurt Moll, Walter Rößler and Margarete Lipp. Turandot brings together Gwyneth Jones and Harald Stölzl. The new *PK Finanz*, Int'l. (UK) (2/3).

Provincial Trust Ltd.: *Die Fledermaus* with Christopher Maltman, Sophie Stevenson and Mark Padmore (4/5).

Würzburg, Residenz: *Die Fledermaus* with Christopher Maltman, Sophie Stevenson and Mark Padmore (6/7).

Salzburg, State Opera: *Die Zauberflöte* with Plácido Domingo, Renée Fleming, Dietrich Fischer-Dieskau and Birgit Nilsson (8/9).

Stuttgart, State Opera: *Die Zauberflöte* with Plácido Domingo, Renée Fleming, Dietrich Fischer-Dieskau and Birgit Nilsson (10/11).

Frankfurt, State Opera: *Die Zauberflöte* with Plácido Domingo, Renée Fleming, Dietrich Fischer-Dieskau and Birgit Nilsson (12/13).

Bayreuth, State Opera: *Die Zauberflöte* with Plácido Domingo, Renée Fleming, Dietrich Fischer-Dieskau and Birgit Nilsson (14/15).

Wuppertal, State Opera: *Die Zauberflöte* with Plácido Domingo, Renée Fleming, Dietrich Fischer-Dieskau and Birgit Nilsson (16/17).

Würzburg, State Opera: *Die Zauberflöte* with Plácido Domingo, Renée Fleming, Dietrich Fischer-Dieskau and Birgit Nilsson (18/19).

Wuppertal, State Opera: *Die Zauberflöte* with Plácido Domingo, Renée Fleming, Dietrich Fischer-Dieskau and Birgit Nilsson (20/21).

Wuppertal, State Opera: *Die Zauberflöte* with Plácido Domingo, Renée Fleming, Dietrich Fischer-Dieskau and Birgit Nilsson (22/23).

Wuppertal, State Opera: *Die Zauberflöte* with Plácido Domingo, Renée Fleming, Dietrich Fischer-Dieskau and Birgit Nilsson (24/25).

Wuppertal, State Opera: *Die Zauberflöte* with Plácido Domingo, Renée Fleming, Dietrich Fischer-Dieskau and Birgit Nilsson (26/27).

W

YUGOSLAVIA: Trade & Industry 3

Patrick Blum traces the growth of Rade Koncar

More exports to developing nations

ESTABLISHED IN 1946 in Zagreb after the nationalisation of a small repair workshop employing 100 workers, Rade Koncar has grown to become Yugoslavia's leading electrical equipment manufacturer and plant contractor.

As it has grown—the company now employs some 23,000 workers—Rade Koncar has diversified. The company is split into 11 divisions and 15 plants and production centres located in Zagreb where it has its main works and headquarters, and in Serbia and Macedonia.

This year about 40 per cent of its total turnover which is expected to exceed \$400m will have been in exports and foreign projects.

The company does not give profit figures but Mr Marijan Brka, director for sales and marketing, says that despite economic difficulties at home and difficulties abroad, Rade Koncar earned more than enough to pay its employees and invest to carry out further modernisation.

Future plans are ambitious. During the next five years the company wants to double its turnover and increase exports by 50 per cent.

This will be achieved mainly through higher productivity using new machinery and new technologies. Future investments of 5 to 10 per cent of turnover will be concentrated on modernisation and automation rather than physical expansion of plants. The aim will be to produce

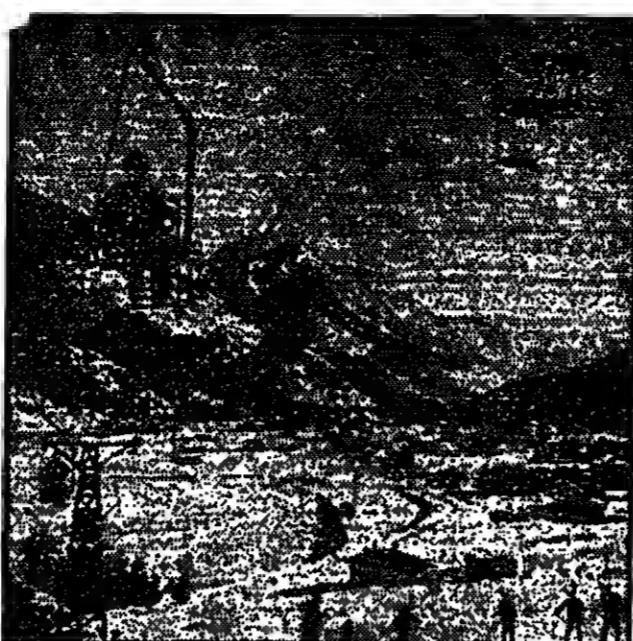
a new generation of products. These objectives may prove difficult to attain. Sixty per cent dependent on the domestic market, Rade Koncar has suffered in the past three years from Yugoslavia's economic difficulties and a decline in domestic orders. This has been compensated in part by more active foreign business, but earnings have stagnated.

Shortages of foreign currency delayed imports of basic raw materials and components in the first half of 1984. The situation improved in the second half of the year and the company was able to make up for lost production.

Rade Koncar's largest exports are to developing countries (35-40 per cent of exports) followed by Eastern Europe and Western Europe with 25-30 per cent each. Within the group of developing countries exports to Iran were the largest, worth \$15.5m, exports to Egypt were \$12.5m, to Nigeria \$9.5m and to Iraq \$7.3m.

Exports to Eastern Europe were worth about \$55m with the Soviet Union as Rade Koncar's largest single foreign market with exports worth \$21m, followed by \$18m, and East Germany with \$10.5m. In Western Europe, Italy was the largest market with exports worth \$9.5m.

The company's strategy is to build up its exports to developing countries and more particularly to the Middle East and North Africa. The aim will be to produce



Skiers use the lifts at Krasnaja Gora in northern Yugoslavia's Slovenian Alps. With the Soviet winter sports complex built for the Olympics two years ago, the country now has winter resorts with a total of 70,000 beds to complement its summer tourist attractions on the Adriatic.

Tourism is expected this year to bring in nearly \$200m in foreign exchange—some \$12.5bn of it already recorded by the National Bank

PROFILE: SCT

Construction group feels the squeeze

SLOVENIA although one of the richest and most export-oriented republics in Yugoslavia, has not escaped the country's economic difficulties. This has been particularly true in the construction industry, hit by the recession and inflation.

According to Ms Milica Ozhle, Governor of the Slovenian National Bank, the construction industry has suffered the most. "In 1984," she says, "most of our foreign businesses, having to close down as they were unable to sustain rising costs of raw materials, energy and transport.

Even larger companies like Slovenija Ceste Teknike (SCT), Slovenia's biggest construction company and one of its largest groups, have felt the chill wind of recession.

SCT's earnings both at home and abroad have declined in the past two years falling from a record \$460m in 1983 to \$307m last year.

Earnings from work in Yugoslavia dropped by about half from \$267.5m in 1983 to \$130.1m last year and from foreign contracts from \$201.6m to \$158.6m.

The group's position this year has not improved and foreign earnings are expected to be around \$70m.

"Prices have been pushed down and competition has become tougher," Mr Niko Ogrin, SCT deputy general manager says. "SCT was established in 1979 with headquarters in Lubiana through the merger of two

major Slovenian companies. In 1982 a third company was absorbed. The group's activities cover the entire range of construction activities and mechanical engineering.

Despite the sharp downturn in foreign orders, SCT is pinning its hopes for better days on new construction contracts abroad. Several projects are under way in Libya, Jordan, Egypt and Algeria with others being negotiated.

Mr Borot Gabrsek of SCT says he expects foreign earnings to exceed \$100m next year.

Earlier this month it signed a \$150m contract for a military airport in Algeria partly in Algerian currency to pay for local costs, partly in dollars and partly with oil on a counter-value basis for oil.

Military and defence related construction projects are not advertised in the group's publications but they form an important part of the group's activities.

"We do a lot of strategic, military and defence projects.

We don't publicise it but it gets known by governments and people interested," Mr Ogrin says.

Patrick Blum

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Ninth in world League

YUGOSLAV contractors hold ninth place in the world league, accounting for 1.6 per cent of the total value of work done by construction firms outside their home country. Yugoslav companies do some \$2.2bn of capital project work a year, making a major contribution to the country's external financial surplus.

The recent contraction in domestic and foreign orders has, however, led to some improvement in competitiveness with the organisation of more

joint consortia to bid for large foreign projects. However, the more successful firms complain about the political pressure they come under to give part of their hard-won contracts to small and inefficient companies in their region just to maintain employment.

There is also widespread dissatisfaction about new rules that heavily tax Yugoslav foreign earners in excess of \$1,000 a month.

A. L.

Trade relations with US deteriorate

THE US Secretary of State, Mr George Shultz, is expected in Belgrade this week for talks. The visit is another manifestation of generally good political relations between Belgrade and Washington but not of their trade relations, which have deteriorated this year.

Yugoslav officials attribute this to differences over the next round of trade negotiations in the Gatt and the resulting threats of retaliation in the form of excluding Yugoslavia from the US General System of Preferences (GSP) as well as to rising American protectionism.

Yugoslav exports to the US amounted to \$431.6m last year, which is only some 0.2 per cent of total US imports. Yugoslav imports were worth \$619.9m. Yugoslav efforts to increase exports have met numerous obstacles. One of the recent instances is the American Administrations' request that Yugoslavia further "voluntary" limit exports of textiles and the very low US offer of preferential textile imports, of only about half the 1984 imports.

Thus Yugoslav exporters feel that wherever they have registered initial small successes, they have been slapped on the fingers. The US official privately warns his Yugoslav friends that if their star performer, the Yugo car, starts winning a larger than symbolic slice of the US market, it will face anti-dumping procedures from Detroit.

A. L.

Shipyards pick up more orders

THE YEAR 1985 has been a good one for Yugoslav ship-builders in spite of the world crisis in that industry. In 1984 a total of 21 ships were built in Yugoslav maritime shipyards, of which 16 were for foreign shipowners but this year 42 ships have been delivered or are soon to be finished. Of those, 37 are for foreign owners.

Delivery of all except five ships ordered by the Soviet Union, will take place before the end of the year. For 1986, 20 more ships have been already ordered, and more are expected.

The value of exports is expected to reach some \$300m this year. The shipbuilding industry will import materials worth only about a sixth of that, which is proof enough of its value to the Yugoslav balance of payments.

Unpromising

Shipping, on the other hand, has been a much less successful foreign exchange earner. While in 1981 shipping earned \$399m net, in 1984 that fell to \$192m, and this year is not promising.

The trouble is that the 320 ships in the maritime fleet with some 4m tonnes have an average age of 18 years. Almost two thirds are older than 15 years. A total of 118 ships is to be sold for scrap as soon as they can be replaced.

Such ships cannot compete successfully with more modern fleets. They lose cargo, including a large part of Yugoslav cargo, of the 45m tonnes of Yugoslav exports and imports transported by sea. Yugoslav ships account for 23-25 tonnes, which means that an estimated \$400-600m is paid to foreign shippers.

For the 1986-1990 period, Yugoslav shippers plan to add 134 ships and other vessels to their fleets, with a total of 2,953.874 tonnes worth \$1.1bn. Of that less than half—53—would be built in Yugoslav shipyards, 14 in foreign shipyards, while 72 ships and vessels would be second hand.

Aleksandar Lebl

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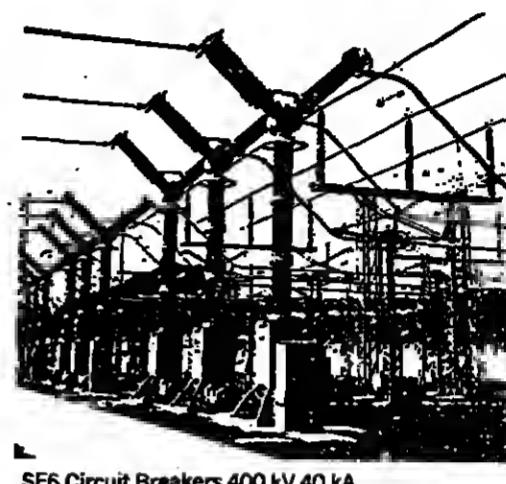
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FINANCIAL TIMES

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Tuesday December 17 1985

Modest reform of welfare

MR NORMAN FOWLER'S Green Paper on social security in June had a distinctly lukewarm reception not only, as might be expected, from the welfare lobby, but also from the pensions industry, where the Government has expected to find enthusiastic support. It is not surprising, then, that the major change between that proposal and the White Paper, which reflects the Government's response to criticism, concerns pensions. State earnings-related benefits are reprieved—though in a form which will deliver substantially reduced benefits 25 years hence and net tax and other concessions are proposed to allow the private sector to offer a more attractive alternative. It should be said at once that this is a major advance. The Green Paper involved "voluntary compulsion" and was regarded in the industry as unworkable. The new proposals preserve a choice, and should be practicable.

However, the White Paper covers welfare as a whole, and the pension proposals have to be seen in context. Mr Fowler's original promise of a "new Bowdinger" regarding the welfare system, has turned out to be something of a great deal more modest. In place of any central philosophy, it has three or four largely unconnected aims.

Poverty trap

The first is to redistribute the entitlement benefits, or demand determined programmes as the Treasury suspiciously regards them, to give more help to disadvantaged families and correspondingly less to others—the single and the old. This better matches the pattern of real deprivation among the poor.

The second is to eliminate the poverty trap, ensuring that, under all circumstances, those who take up work or improve their earnings enjoy some corresponding benefit, which must stand them in arm, enjoying universal support.

The third is to simplify the system of partly discretionary supplementary benefit, and incidentally to introduce the principle of loan rather than grant assistance for some lump payments.

The fourth is to encourage private provision for old age. All these aims can readily be defended, but the lack of any unifying principle in the paper means that they can only too easily be attacked one by one.

Bonn tightens up on strikes

FEW THINGS have proved as risky over the years as forecasting the end of the generally businesslike management in West Germany. Last year a seven-week engineering strike looked like a severe blow to the established order. Yet when the dust settled the world of industrial relations looked much as it had done before.

Now there is a new trial of strength in the making, arising from last year's engineering stoppage. It is bound to contribute to a deterioration of the atmosphere but it is unlikely to undermine some of the basic facts which have contributed to the reasonableness of industrial relations in West Germany.

The Christian Democratic-Frederick coalition of Dr Helmut Kohl, the Chancellor, wants to prevent unions from again resorting to a device which greatly reduced the amounts of strike pay paid out last year. The engineering union IG Metall, then called out workers in a few key companies in support of its demand for a 35-hour week. But it provoked widespread closures.

West German law requires the office administering unemployment benefit not to take sides between labour and employers. The Social Democrats argued that to mean that workers laid off as the secondary effect of a strike elsewhere were entitled to benefit.

Precisely what the Government wants is to be decided at a cabinet meeting tomorrow, provided some cross-currents can be controlled. The likelihood is that the law will be altered to exclude from unemployment benefit in similar cases all those who stand to profit from a successful outcome of the strike.

Allowing for the very different form taken by British trade unionism, there are some parallels between the plans under discussion in Bonn and British practice as established under the Thatcher Government. Thus in Britain a worker laid off because of a strike in his company can qualify for certain benefits only if he can demonstrate that he is neither taking part in the strike nor apt to benefit from a successful end.

At first sight that goes a good deal less far than the plans under discussion in Bonn because it does not apply to workers indirectly affected by a strike in a company other than their own. In practice there are important differences. Bargaining for wages and conditions in Britain generally takes place at company level. In West Germany, though, there are exceptions: bargaining takes place, industry by industry, for certain regions at a time. The trade unions' tactics generally are to put pressure not on a single employer, but on an entire industrial group, represented by their employers' association.

Taken together with the fact that the big West German unions are not craft unions, as many are in Britain, but industrial unions, that explains why strikes and disputes, when they do occur, look much more dramatic than often is the case in Britain (though not of course in nationalised industries such as the coal mines).

Union power

Experience has shown that a "big bang" such as last year's German engineering strike can be much less damaging than the series of smaller, often unofficial disputes, which used to be the norm in Britain.

But organisation apart, the entire background in West Germany differs vastly from that in Britain. In the Britain of the 1970s union power and the power of the shop floor had become excessive. No such imbalance existed in West Germany. West German employers have a claim, in the light of union tactics last year, for the neutrality of the state in industrial disputes to be assured. They have less reason to demand a general rollback of union power such as has been the aim of the Thatcher Government.

Thus West German unions are legally precluded from staging sympathy or political strikes. They can be sued for breach of contract if they strike before current wage agreements have expired. Such limitations are not seriously challenged by most union leaders. The likelihood is that the reforms proposed by the Government will cause much sound and fury, but that the established mould will survive.

AUSTRIA'S nationalised industries are on trial. The crisis at Voest-Alpine, the largest of the state-owned groups, has provoked a wide-ranging reassessment of the role of the state in the country's industrial economy.

Shocked by the scale of the steel-based industrial group's losses—Schillings 5.7bn (\$317m) this year—some workers in Austria's successful private sector have sent back empty tax forms in protest. The Socialist-led coalition Government, hattered by public opinion, has undertaken to launch a radical programme of industrial restructuring. Some think that they even detect serious problems in Austria's famous "social partnership," that unique institution, or perhaps state of mind, which brings together employers, labour, the Government and, indirectly, political parties to settle conflicts through consensus.

The Government's immediate response has been to accelerate a series of retrenchments, diversifications and tighter administrative controls, notably among the industrial companies grouped loosely beneath the umbrella of OIAG (Oesterreichische Industrieverwaltung AG).

Since 1980 this group of companies alone has received Sch 2.1bn (\$145bn). The state has also had to provide guarantees of up to Sch 3bn for Landesbank, a leading bank, which faced a serious debt crisis in 1981 after the collapse of three industrial debtors. Nor does it include the even heavier subsidies paid to the state railways or the Sch 7.5bn agreed last month to cover the losses and restructuring costs of three of the industrial holdings of Creditanstalt-Bankverein, the country's largest bank.

In the longer term, the Government says, it will pursue proposals to reduce the weight of the state sector in the economy, through the injection of private capital into state-owned companies, including the profitable ones. There will be no large-scale privatisation programme, but ministers have made it clear that they foresee a steady and irreversible process of change.

In the Austrian context, this is all highly dramatic.

When the bulk of Austria's basic industries were nationalised in 1946 the move was supported by Conservatives and Socialists alike. The nationalisations were not part of a programme of mass expropriations to satisfy ideology but were designed primarily to bring into Austrian ownership industries which had been appropriated by Nazi Germany.

The social partnership which developed later reinforced the political consensus about the nationalised industries.

Dr Karl Aigner, from the influential Vienna Institute for Economic Research, says that the social partnership will survive the present crisis but that it will have to adapt. The social partnership is more involved with prices, wages and energy. The nationalised industries are a political issue, he says.

The sense of disillusion has spread to the Socialists, some of whom feel that the system has given too strong a voice to the environmental and ecological lobbies. The growth of Austria's Green movement has taken place largely outside the social partnership system and is a direct challenge to its traditional emphasis on growth and employment security.

The immediate cause of the public outcry, however, was not concerned about underlying political and social trends but the situation at Voest-Alpine, the steel, engineering, electronics and trading group.

The announcement of the group's losses followed a week in which the predicted deficit had to be adjusted upwards

three times before the true

scale of the disaster could be established.

The government then moved rapidly and dismissed the group's management board, appointing a new interim chief executive and two directors to take charge of the group over the next four months. It also provided an emergency cash injection of Sch 3.5bn.

The conservative Opposition People's Party (OVP) which favours a greater role for private industry, argued that the social partnership was not part of a programme of mass expropriations to satisfy ideology but was designed primarily to bring into Austrian ownership industries which had been appropriated by Nazi Germany.

The opposition argues that the government cannot afford to continue to subsidise losses on such a scale. An increasing number of socialists including Chancellor Sinowatz and several ministers are coming to the same conclusion.

Dr Sinowatz says that the taxpayer will not be made to pay for Voest-Alpine's trading subsidiary's losses and that OIAG will have to raise the money itself. He goes on to say that the Chancellor says that this could be done through the sale of assets including land and buildings or through selling shares in some of the companies.

But this is only a start. On a longer term basis several possibilities are cautiously being examined to find the best ways to raise money for further restructuring and diversification of OIAG's vast industrial empire.

Mr Lacinus says that all the companies of the OIAG group must make a profit within three years or face closure and that the next package of subsidies will be the last.

Two

years ago we made one condition for subsidies: that companies producing finished products should stop making losses within three years. We now say that time has come not only for these, but that companies manufacturing basic goods (steel, chemicals) should no longer be subsidised. The latter will be given until 1988 to return to profitability. In the nationalised industries redundant labour was kept on to avoid dismissals.

Such a policy could only be adopted with the support of the "social partners" and it was made possible because of the political loyalty of the trade unions to the socialist government. Their acquiescence has led some observers to describe social partnership as a voluntary incomes policy. The effect was to spare Austria the social conflicts seen elsewhere in Western Europe.

Austria has an annual unemployment rate of less than 5 per cent and strikes are so rare that they are calculated in minutes rather than days.

The price of this strategy was a spiralling budget deficit and growing national debt, both problems inherited by the present government in May 1983. It has in addition had to meet increasing demands for subsidies.

Some of OIAG's problems can be explained by its size and decentralised structure. The group, already subject to considerable political and regional pressures, has become unmanagable to a point where the management board and the minister responsible have appeared not to know what is really going on.

Mr Lacinus, for example, was genuinely surprised by the scale of Voest-Alpine's losses, believing until the last minute

that OIAG will be given more powers and new laws will be introduced to allow it to function adequately as a company executive board rather than as a loose holding company.

Efforts to restructure have had some success. Companies have been trimmed, some production lines have been closed and new technology introduced, but the changes have been slow.

Voest-Alpine's troubles are to some extent the result of unsuccessful diversification. A membership plant set up in Graz in a joint venture with American Microsystems of the US is losing money, while a majority participation in Bayon Steel Corporation in the US is estimated to have lost the company more than Sch 5bn since it was established in the late 1970s.

Voest-Alpine's losses have raised a question over accountability in the whole of the state sector. The Government intends to bring in new regulations to increase the personal responsibility of senior and middle managers, and improve internal communications within the group. The management board of

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Letters to the Editor

Protecting the innocent in the tin crisis

Sir.—As an interested party, I am concerned that the eventual solution to the present tin crisis may well result in a complete miscarriage of justice. By this I mean the protection of the guilty and the punishment of the innocent!

I read (December 12) that at a meeting of the International Tin Council and selected metal brokers, everyone was thinking of trading starting some time in the New Year. Suggested opening dates for the resumption of tin trading keep on being postponed and I am beginning to suspect that it would very much

suit ITC if this resumption could be postponed until after January 23 1986. By this date my three-month contract will have passed its prompt date and so presumably would have to be immediately settled on the first day of trading. The thought has occurred to me that by imposing an artificially high price for just the first day, losses to the ITC could be slashed. If in addition, no new positions in tin were allowed to be opened on this first day, it would mean that on the next day when the market price was allowed to settle on October 23, would

be no open positions left. I may have an overly simplistic mind but there does not seem to be any great urgency at the moment to settle the crisis. I believe a much fairer solution and one that would protect the innocent traders would be to state now that no matter how long the tin market is closed, each contract that was opened on October 23, would be allowed to run for an extra period to compensate for the period of closure. Thus, if the market remains closed for three months in a position that was due for settlement on October 23, would

SOME COMMENTATORS have suggested that our entire income based tax system should be replaced with an expenditure base system. Even if a root and branch change of this kind were desirable, it would, I believe, be wholly impractical and unrealistic.

But I do not believe we can afford to opt for the quiet life and do nothing. So I have chosen the middle way, to introduce reforms, some of them far-reaching, within the framework of our existing income based system.

—Nigel Lawson, Budget speech 1984.

WHAT Mr Nigel Lawson, the Chancellor, dubbed 18 months ago as "wholly impractical and unrealistic" was yesterday put forward by a group of sober businessmen as the only logical long-term reform of the British tax system. A Confederation of British Industry working party, led by Sir Trevor Holdsworth, chairman of GKN, and consisting almost entirely of senior executives of public companies has recommended that "taxation should be levied on spending and on transfer of wealth rather than on earnings and savings."

The working party bases its proposals for long-term reform on three principles. The first is "fiscal neutrality": the notion that taxes should interfere as little as possible with business and personal decisions—in other words the tax system should cause the minimal distortion of product, labour and financial markets.

The second principle is that good taxes are those that are "perceptible" rather than hidden from the electorate. Visible taxes bring out the true burden imposed by heavy public spending.

The third principle is that effective support for the needy and less fortunate is an essential part of any reform seeking to secure the long-term health of a growing economy. Generous and cost-effective support requires the targeting of social security benefits and, as important, the formal integration of the tax and social security systems.

Armed with these apparently uncontroversial principles, the CBI working party has outlined the structure of an "ideal" tax system. The main elements are:

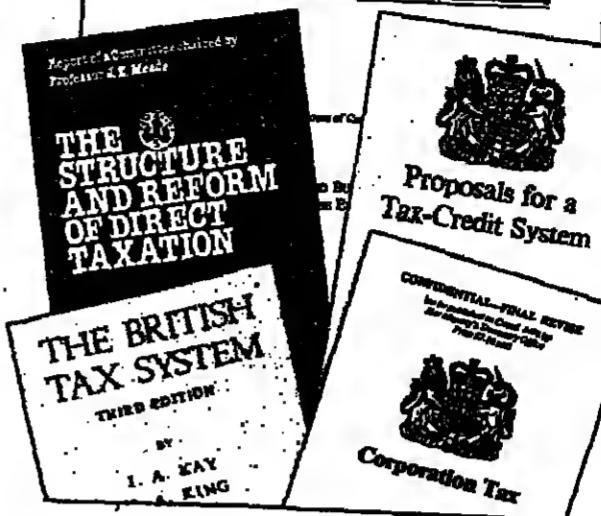
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Financial Statement and Budget Report 1984-85



The CBI gives Lawson some food for thought

By Michael Prowse

In scope and economic incidence (although not in its final conclusions), the CBI paper is reminiscent of the US Treasury's 1984 blueprint for tax reform. The same effort has been made to take a global view of an existing fiscal regime and to propose a coherent package of reform based on economic theory rather than legal precedent.

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LATIN AMERICANS MAY PROPOSE ALTERNATIVE SCHEME FOR DEBTORS

Cartagena counter to Baker plan

BY JIMMY BURNS IN MONTEVIDEO

PRESIDENT JULIO Sanguinetti of Uruguay yesterday signalled that Latin American countries might be on the verge of formulating a bold counter-proposal to the Baker Third World debt initiative in an effort to arrest more effectively the flow of capital from the region to industrialised nations over the next three years.

Inaugurating the fourth ministerial meeting of the 11-nation Cartagena group of Latin American debtors owing more than \$380m, President Sanguinetti said the Baker plan had recognised the political dimension to the current debt crisis but it was "insufficient" as a short-term solution.

Mr Sanguinetti did not spell out what form the counter-proposal should take, but the ministers appear to have taken the speech by Cartagena's ad hoc secretary as a clear mandate to move beyond mere rhetoric and towards the adoption of more concrete measures during the two-day meeting.

The ministers will discuss proposals formulated by the technical meeting of the group. The proposals are expected to focus on a call for greater funds than those envisaged under the Baker plan.

Mr Sanguinetti singled out Argentina as an example of "discipline

"It is no longer sufficient that we simply recognise the problem. We need to take greater and bolder steps. We need to understand that we are in an emergency situation, and that the time has come to take emergency measures," he said.

President Sanguinetti's speech was warmly applauded by the 11 foreign and finance ministers, present, falls well short of the public endorsement of the Baker plan announced over the last two weeks by multilateral agencies and commercial banks.

President Sanguinetti, however, appeared anxious not to convey the impression that the group was bent on confrontation, signalling instead a new mood of pragmatism mixed with strict militancy.

He specifically ruled out a repudiation of the foreign debt as "demanded by some countries who claim one policy and in practice follow another" – a tacit reference to Cuba, which this year tried to get the Cartagena group to support its call for a unilateral moratorium while maintaining the best of relationships with its Western and Soviet creditors.

Mr Dante Caputo, the Argentine Foreign Minister, predicted that the ministerial meeting would produce concrete proposals covering the

and rationality," although at no point did he explicitly mention the International Monetary Fund, the conditionality of which has been questioned publicly by some countries.

The speech urging ministers to provide the region's presidents with tools with which to build a more foolproof solution to the debt was interpreted as confirmation that the Cartagena group might be moving away from rhetoric and towards producing specific counter-proposals aimed essentially at taking the Baker plan a step further to ensure growth while providing immediate relief to cash-strapped nations.

Proposals by experts of all 11 countries are understood to involve greater funds than those made available under the Baker plan. There are also new, improved terms and conditions on new commercial loans and extended export credits as a way of compensating for what Mr Sanguinetti yesterday described as a "dramatic" fall in commodity prices in addition to persistently high US interest rates.

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Brazil offers to negotiate, Page 4

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Carbide launches \$2bn share buyback

BY PAUL TAYLOR IN NEW YORK

UNION CARBIDE, the beleaguered US chemicals group, has launched a \$2bn share buyback plan as part of a two-step "poison pill" defence in an attempt to block a hostile multi-billion-dollar takeover bid by GAF, the US special chemicals and building products company.

Carbide rejected GAF's sweetened \$68-a-share or \$4.2bn all-cash bid for the 90 per cent of Union Carbide it does not already own as "grossly inadequate and unfair". It said its board authorised the repurchase 35 per cent of its stock for a package of cash and notes it valued at \$85 a share, or a total of \$29m.

The share buyback, comprising \$20 in cash and \$65 in intermediate

and long-term debt securities, covers 23.55m shares and is open to all shareholders, including GAF, which holds a 10 per cent stake in Carbide, acquired earlier this year for \$43m a share.

However, Union Carbide gave a warning that if GAF increased its existing stake to 30 per cent it would be excluded from a second stage of its anti-takeover defence under which Carbide would repurchase the remaining 35 per cent of its stock at the same package price.

If completed, that form of controversial two-step poison pill defence, which has been used successfully by other US groups to fend off

unwanted suitors, might leave GAF in control of a chemicals giant laden with debt. It still faces billions of dollars in lawsuits stemming from the toxic gas tragedy that killed over 2,000 people and injured 200,000 at Union Carbide's plant in Bhopal, India, a year ago.

Union Carbide had been expected to resist the GAF takeover bid, although the share buyback plan still came as a surprise to Wall Street. The large proportion of debt securities contained in the Union Carbide buyback offer might prove a stumbling block if shareholders view the securities as lacking marketability.

Yesterday, in the wake of the announcement, Union Carbide's stock

rose by \$1 to \$704 a share in early trading.

Mr Warren Anderson, Union Carbide's chairman, announcing the \$2bn defence plan, described the GAF bid as "a bootstrap, junk bond, bust-up partial takeover." Mr Samuel Heyman, GAF's chairman, earlier sweetened its original cash and paper takeover offer to an all-cash bid and offered to discuss "any aspect of its proposal, including price, whether or not there are other bidders." That proposal was seen on Wall Street as an indication that GAF might be willing to raise its bid.

GAF is expected to challenge the poison pill defence in the courts.

Belgian police arrest terrorist suspects

By Quentin Peel in Brussels

BELGIAN POLICE yesterday arrested four terrorist suspects in what might be the long-awaited breakthrough after 27 bombings claimed by the so-called Fighting Communist Cell (CCC) group since October last year.

Officials of the Justice Department said the arrests, in Namur, 50km south of Brussels, also netted a cache of "heavy arms" and included the apprehension of Pierre Carette, a long-standing Belgian left-wing activist associated with the French group Action Directe. The three other suspects in detention were also said to have been known to the police.

The outcome of the operation, which involved secret service, national and local police, will come as a considerable relief to the Government, which has endured fierce criticism from the public for failing to halt a wave of violence. That has included an intensive campaign of bombings attacking banks, companies and Nato installations.

The most recent of those was last week when for the first time the CCC group claimed responsibility for an attack on a Nato fuel pipeline outside the Belgian border in France.

However, a separate group of supermarket raiders, known as the Brabant Gang, are still at large. While the CCC appear to have attempted to avoid killing – the death of two firemen at one bombing was widely attributed to police error – the supermarket gang have systematically fired on innocent bystanders, killing more than 20 since they first emerged in 1982.

Pierre Carette first came to public attention in the 1970s as a public supporter of jailed terrorists in West Germany.

Shareholders back Westland

Continued from Page 1

tered to requisition such a meeting.

So far, Lloyds Merchant Bank

has been unable to gather such sup-

port among institutional sharehold-

ers, which include the Prudential,

Allied Unit Trusts and Touche Renn-

mant. However, they can count on

the backing of Mr Alan Bristow, the

former boss of Bristol Helicopters,

who mounted an £80m City consor-

tium bid for Westland earlier this

year.

Mr Bristow, who called off the bid

to be discovered the parious fi-

nancial state of Westland, said last

night that the US deal had been

concluded with "indecent haste"

and would reduce the Westland

workforce to "a bunch of eunuchs"

relying on US sub-contracting

work.

The offer which the European

consortium will submit to West-

land's shareholders involves two

key elements: an offer to subscribe

£30m for new capital in the com-

pany, contributed equally by the four

companies, which could be in-

creased if necessary; and an offer

of new work to tide Westland over

the next four years before work be-

gins on a new naval and utility heli-

copter, the EH 101, jointly with Agusta of Italy.

The new work, which is esti-

mated to amount to some £135m would

be transferred from Aerospatiale and Agusta. There would also be an

order for six more Sea King heli-

copters from the British Ministry of

Defence, made possible, officials

say, by savings which would come

from future collaborative helicopter

production.

The offer of the consortium was

submitted by Lloyds with letters from

Aerospatiale and Agusta, together

with political undertakings from

the Defence Ministers of France,

Italy, Germany and Britain.

In an accompanying letter, Mr

Michael Heseltine, the UK Defence

Secretary, makes clear that the un-

der takings are conditional on the

European offer being accepted by

Westland. They cover the general

willingness of the four governments

to collaborate on the production of

the three main types of military

helicopters.

The effects of structural changes

involving the property tax provi-

sion will be more overall losers

than gainers in virtually all sections

of the poorer end of the population

regardless of means, pay 20 per

cent of his or her domestic property

tax bill. One group calculated that

this, coupled with £45m in cuts in

the overall housing benefit budget,

would mean a 24-year-old single

person earning £55 a week and pay

£15 a week in rent and £8 in

property tax would be £13.70 worse

off altogether.

As far as can be judged from the

technical annex to the White Paper

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SECTION III

FINANCIAL TIMES SURVEY

JAPANESE INDUSTRY

A stronger yen and protectionist pressures in customer countries are presenting new challenges for Japan's industries. The big exporters are adapting by stepping up their investment in overseas production facilities.

The emergent multinationals

By Carla Rapoport
In Tokyo

ONE'S JOB is the core of one's life in Japan. Despite the patina of Western modernisation throughout the country, Japan is still a place where obligation — to one's family, to one's employers and to one's country — is still paramount.

The brightest students from Japan's best university vie with each other for jobs at Japan's top companies and top Government departments. It all makes for an industrial vitality with which it is hard for Westerners to compete.

Yet, despite its fertile cultural soil, the sympathetic bent of its Government and remarkably stable political structure, Japan's industry is facing severe challenges. The way in which it is meeting these challenges is causing noticeable shifts in the country's industrial structure. In relations within industry between employer and employee, and in the way Japan does business itself.



The ability of big groups to redeploy workers from declining sectors to growing ones has been one of the strengths of Japanese industry. As change affects older industries like steel and shipbuilding quickens, the opportunities may diminish

Japan's major exporters, is talking about starting an import company next year.

Still, the yen's sharp appreciation for the most part has been swallowed by Japan's industry with few complaints. Most exporters are now working to wring further efficiencies out of their production line, or gearing up for new products that can command a better price. Anyway, outside Japan most Japanese companies say their main competitors are other Japanese companies, who, after all, have the same currency problems.

Companies may, however, be underplaying the yen's effect on their export strength, as GNP growth is already projected to be markedly affected by the yen's appreciation. Some overseas production has now become

vital for most large exporters.

Just how soon Japan's companies can by investing overseas transform themselves into multinationals along the lines of their counterparts in the US and Europe is unclear, though there are signs that the traditionally slow pace of change is picking up. The Ministry for International Trade and Industry (MITI) reckons that overseas investment by Japanese companies is now growing by 14 per cent a year, compared with around 6 per cent domestically on average. By the year 2000, MITI reckons, 10 per cent of Japanese production will be offshore, compared to 3 per cent currently.

A further challenge is presented for Japanese industry by economic pressure both at home and abroad. The economic out-

look for two of its prime trading partners, US and China, remains uncertain. Japan's exported machine tool industry, which came from nowhere in ten years to become the world's leader, is now getting anxious over its future prospects. "Our orders were very strong at the beginning of the year, but they are now fading, and we are worried about the next year. The US economic situation is worrying," says Mr Shinshichi Abe, executive director of Japan's machine tool builders' association.

At home Japan has its share of declining industries, belying the image abroad of Japanese industry as a well-ordered monolith, the success of which is assured by judicious cooperation between government and industry associations oiling the wheels of commerce. There is a large degree of communication between industry and government. This has not presented severe problems in some sectors, Japan's pharmaceutical industry, for example, is suffering from deep cuts in the prices at which it can sell its products in the national health service.

Other industries are in more serious decline, such as steel chemicals and textiles. Very

few of these industries are receiving special dispensation from government. The tale of shipbuilding and aluminium graphically illustrates that industry and employee, which traditionally has

guaranteed a job for life in those working for the big corporations. At Brother Industries, the typewriter company,

for example, an imminent shift

from exports to local production to Europe — prompted by an

in petrochemicals and oil refining, but with varying degrees of success. In the heavily over-manned distribution sector, rationalisation is well underway. Japanese companies, and only foreigners, suffer from the high added costs of multi-tiered distribution networks in most of product areas.

A new element, however, has arrived recently on the scene. Major forces, in the shape of cash-rich companies are beginning to reshape the picture slowly. This has been accomplished by friendly takeovers in order to gain some new technology or perhaps rationalise a distribution network. Although statistics have yet to be pooled, the phenomenon is gathering steam.

Every major securities house and investment bank in Japan is now sporting a merger and acquisition department. Only five years ago, such a title could not be printed on a business card for fear of causing offence. Corporate takeovers have long been taboo in Japan, where employees undertake to provide jobs for their employees for life, and troubled companies have sought help from their main bank, rather than be taken over.

Indeed, the current industrial structure, as inefficient as some parts are, remains a highly efficient employer of people, unemployment in Japan for adults is around 2.5 per cent. For young people, it is 4.9 per cent. Youth unemployment in the UK is around 20 per cent; in the US 13 per cent. The other side of the coin, of course, is that the average profit margin of a Japanese company is significantly lower than its Western counterpart.

Like most large Japanese companies, Brother is dependent on smaller companies for a range of components right up in its most sophisticated parts.

Yet, although new circumstances have presented new challenges, Japan's industry leaders know the lack of confidence in the country's ability to adapt and indeed to remain a formidable international competitor.

"Japanese industry is restructuring itself constantly," says Masaya Miyoshi, senior executive with Japan's Keldanren, Japan's federation of leading businesses.

"This time it is the rapid appreciation of the yen and pressure from outside in terms of trade friction but the industry is changing on the strength of private initiative, rather than aid from the Government, and that will continue to be the pattern for the future."

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Photographs by Ashley Ashwood	

anti-dumping case—is causing anxiety.

This anxiety is not so much over anticipated loss of jobs at home but possible job losses at its main suppliers. Brother fears that shifting production and thus component sourcing to Europe will mean a damaging lack of business for its local suppliers.

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Japanese Industry 2

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The distilling room of the Suntory plant at Hakushu

Smoothing out difficult passages

Industry & Economy

JUREK MARTIN

THE Japanese Government has announced, with little fanfare, a package of measures designed to help smaller export-oriented companies whose order books had been adversely affected by the 20 per cent appreciation in the value of the yen in the last few months.

It was not an exceptional package—safety net combination of US\$500m-worth of low interest loans, some relaxation of credit controls, and a bit more muscle for the state banks which traditionally cater to small companies. It was, however, a demonstration of how Japanese industrial policy works, especially when the economic climate is less than optimal.

Japan has experienced two good economic years, with real growth of more than 5 per cent in 1984 and probably approaching 3 per cent this year. The odd spectacular bankruptcy aside, most of the economy's vital organs are functioning well, with consumer inflation of not much more than 2 per cent and unemployment of 2.5 to 2.7 per cent.

The consensus view, however, is that 1985 will not be so good unless fiscal policies are altered. Some forecasters say real expansion may be only a little more than 3 per cent and the export trade is bound to suffer from a higher yen. If the US and European economies also turn down, then the adverse effect of currency appreciation will be compounded.

There is no clear consensus as to what Japan should do to stimulate sluggish domestic demand and offset lower export growth. In October, the Government introduced a ¥4,000bn (US\$20bn) domestic demand programme. Mr Satoshi Sumita, Governor of the Bank of Japan, characterised this as the "selective expansion of fiscal outlays"—in other words, delicate fine tuning.

But the country, and much of the industrialised world, is waiting to see if the Government will add to the fiscal bill by horns with a tax package.

The politicians want a tax cut. The Ministry of Finance is concerned with a \$60bn budget deficit and formidable refinancing obligations, and the advo-

cates of tax redistribution, including new indirect levies, are lined up on all sides. The suspicion is that it will be months before a tax package emerges.

It is, in fact, this vacuum that industrial policy steps, not as a magic potion but as a smoother of difficult passages. It will be sectoral, discrete, and probably will not involve vast amounts of money. There will be no single master hand at the controls—not the MOF, not the Ministry of International Trade and Industry (Miti), nor the business establishment.

Japan enjoyed closely co-ordinated policymaking in an post-war reconstruction period and in its first post-war period of growth in the 1960s. But it was easier then to establish clear priorities in an emerging industrial economy. Today, the economy is mature, its non-industrial sectors are becoming predominant and industrial policy's imperatives, with the exception of some old varieties such as the equitable, controlled distribution of energy supplies, have become much more diversified and indirect.

Mr Shintji Fukukawa, director-general of Miti's industrial policy bureau, has described the goals of industrial policy as to "maximise private entrepreneurship by making the best use of the market mechanism."

"However, the market in reality is imperfect, unlike the market depicted by economic theories. This means that some additional measures, in the form of guidance and incentives, are needed to minimise the imperfections of the market and to make up for its imperfections."

Miti has five broad objectives: to assist technological breakthroughs, rather than merely develop production processes; to secure an equitable division of labour between Japan and its trading partners, mostly through market-opening measures; to facilitate economic rationalisation by accepting the logic of the post-industrial age; to maintain energy supply security; and to keep Japan as pollution-free as possible.

There are other elements which affect industrial policy. Most obvious is the de-nationalisation programme, telecommunications, tobacco and salt to date with roads and airlines on the drawing board. The politicians want a tax cut. The Ministry of Finance is concerned with a \$60bn budget deficit and formidable refinancing obligations, and the advo-

Nominal GDP by industry (Ybn)

	1970	1980	1983	1985
Agriculture, forestry and fishing	4,463	8,375	9,090	9,298
Mining	621	2,245	1,164	1,214
Primary industry total	5,084	10,221	10,263	10,464
Foodstuffs	2,785	7,755	9,773	11,863
Textiles	1,426	2,979	3,217	2,624
Pulp and paper	700	1,885	2,258	2,044
Chemicals	2,222	5,010	6,094	7,494
Petrol and coal	1,249	2,485	3,267	3,585
Ceramics, earth and stone	1,110	2,092	3,159	3,421
Metals and metal products	4,548	12,761	16,614	19,918
General machines	2,071	4,663	5,169	5,496
Electric machines	2,850	5,638	11,320	15,868
Transport machinery	437	9,499	11,471	12,906
Precision instruments	3,247	10,346	12,617	13,723
Other manufacturing	5,682	21,181	21,574	23,874
Construction				
Total	32,001	82,863	105,506	119,184
Electricity, gas and water supply	1,557	6,490	9,968	10,371
Wholesale and retail	10,594	21,261	31,518	35,918
Finance and insurance	3,432	12,506	15,369	16,462
Real estate	5,376	24,344	30,525	37,282
Transport and communications	5,822	18,771	19,882	21,564
Services	7,883	21,165	34,097	40,895
Government services	4,642	20,581	32,919	37,842
Other services	679	4,376	5,527	6,347
Invested interest	-2,970	-11,160	-12,320	-15,364
Tertiary industry total	32,425	118,838	142,101	166,402
Total	72,862	233,823	275,696	312,434
Industry total	76,519	221,923	257,879	294,019
Forecast				

Source: Japanese Economic Research Centre

marketed the introduction of competition.

There are still plenty of rules to the new telecommunications game but they are different ones.

The government's rationalisation of aluminium and petrochemicals continue, but on a less dramatic or controversial scale. Miti is slowly succeeding in bringing order to domestic oil refining and distribution, turning 13 companies into seven by merger and pushing for further cuts in refining capacity.

Miti is even about to allow the import of some foreign gasoline, but whether it is allowed to amount to more than a trickle and upset Miti's delicate refinery allocation and pricing policy is doubtful.

What matters most in the short term is tiding small companies over their difficulties, as in the recent package, and promoting technological innovation. The Miti-inspired fifth generation computer project has attracted much attention, not all favourable, but it is the discreet promotion of research into new materials, biotechnology, fine

ceramics, and the like which probably counts for more.

Although total Japanese research and development outlays are similar to those in the West, the Government shoulders only about half the Western load. Mr Fukukawa and others maintain this has skewed Japanese R & D away from pure research in the direction of commercially applicable product development.

Miti's fledgling Centre for Research Facilitation in Fundamental Technologies is designed partly to rectify this. In supplying risk capital and collecting and re-channeling research data, it will operate as the government's judge and jury over what the private sector should be getting into.

This is a demonstration of the industrial control that marks industrial policy. A word in the right quarter, a touch of "administrative guidance" here and there can, in the Japanese manner, make for a more effective industrial policy than vast capital outlays or cut-and-dried economic planning. It is designed, as Mr Fukukawa notes, to make markets work better.



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Japanese Industry 3



PROFILE: YAMAZAKI

Overseas output to rise

FORMED IN 1919 by Mr Sadaoichi Yamazaki to make raw-mat weaving machinery, Yamazaki Machinery Works began making machine tools in 1922. Its major expansion dates from the 1960s when it built a large plant in the Onguchi suburb of Nagoya and opened sales offices in the US and West Germany.

In the 1970s, the company, which is still family owned, developed its own numerical controls in co-operation with Mitsubishi Electric for machining centres and lathes. It also became the first Japanese machine tool builder to start manufacturing in the US, opening a plant near Cincinnati.

Yamazaki does not publish its financial results but Mr Teruyuki Yamazaki, president, says that on the basis of the published reports of other Japanese producers, his company is the largest machine-tool builder in this sector.

They cannot be accused of dumping, or subsidies, or even of being forced onto export markets by a slump in domestic demand. On the contrary, their new domestic orders have increased slightly more than export orders over five years.

Japanese machine tool builders recognise that while conditions may be very favourable, there are some dark clouds on the horizon.

• The rising value of the yen is forcing them to raise prices in most export markets. Most companies want the increases to offset the decline in the value of the dollar in recent months (about 15 per cent against the dollar). But the export leaders, Yamazaki and Amada, are being coy. Mr Teruyuki Yamazaki, chairman, says he hopes to raise US prices by 14 per cent but plans to leave European prices untouched. Amada is leaving the decision to its US subsidiary.

• Prospective customers are surging as in previous years. Orders were very strong at the beginning of the year but are fading and people are worried about next year," says Mr Shinsuke Abe, executive director of the Japan Machine Tool Builders Association (JMTBA).

• Protectionist sentiment, particularly in the US, threatens to limit exports by Japanese builders. "We will be in a disastrous situation if some of these trade Bills pass Congress," Mr Abe says. "Our exports could be cut in half."

It seems doubtful that this will happen. The US would have difficulty meeting its machine tool requirements without the Japanese, and there is no case to make against the Japanese in this sector.

Outside estimates put Yamazaki's annual revenues at about Y120bn (\$55bn), which would make it the largest machine-tool company in the world, slightly bigger than Cross & Trecker of the US. It is also a successful company. Mr Yamazaki says it will have record sales and profits this year.

The company has a broad product line but most of its 200 or so machines are popular, middle-of-the-range NC machining centres and lathes. Yamazaki has always been an enthusiast for new technology and in the forefront of developments in flexible manufacturing systems (FMS).

These experiments appear to show that flexible manufacturing systems are not yet cost-effective in most applications.

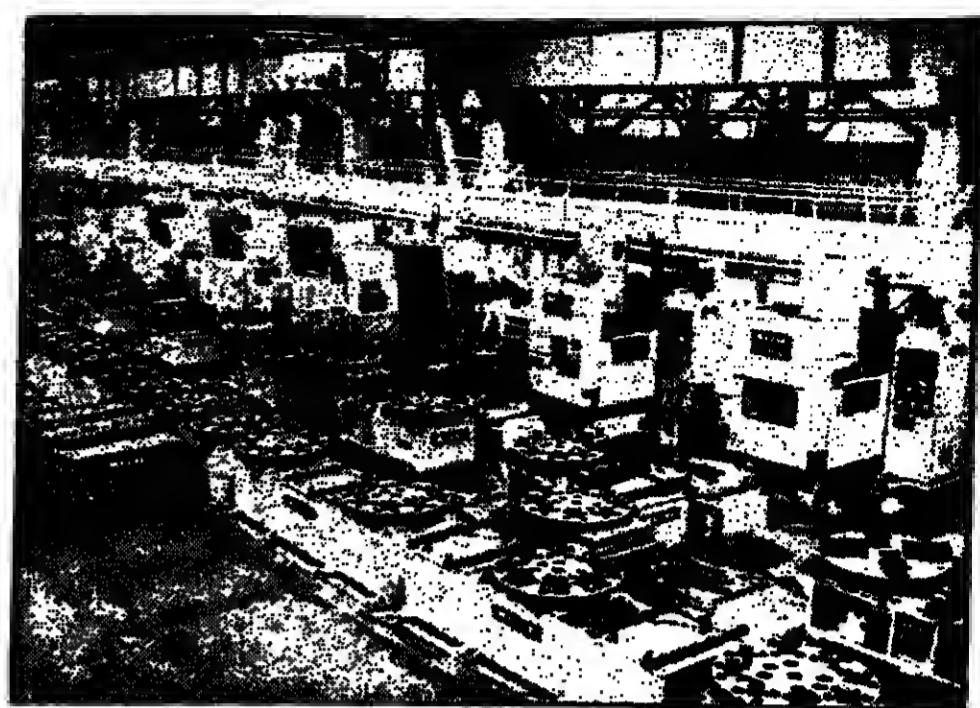
• The price of FMS has to come down," Mr Yamazaki says. "People cannot afford it."

"Also, when you look at the level of the technology, it is clear that we are still in the development stage. But it will get better."

Mr Kinruo Degawa, president of Hitachi Seikai, another leading machine tool builder, agrees. The company has built about 30 FMSs, but still finds them very difficult.

"We know the goal, but we do not know the way to get there," he says, "and there are few customers that use them well."

L. R.



Yamazaki's new Minokamo factory

PROFILE: AMADA

Marketing holds the key

By IAN RODGER

ALTHOUGH AMADA makes machine tools, it is above all a skillful seller, with a remarkable marketing technique.

At the company's huge estate in the scenic Hakone district near Mount Fuji, the machine-tool plaza looks like an idyllic academic retreat, with dairying modern buildings, manicured gardens and a golf course.

Prospective customers are greeted by uniformed hostesses, offered a tour of the art gallery, a game of golf on the company's course and opportunities to buy designer clothing and golf equipment at knock-down prices in the company's boutique.

An organist plays in a tastefully decorated open-plan restaurant.

Then comes the tour of the machine-tool plaza, an exhibition hall where hundreds of types of machine tools are going through their paces. Most are made by Amada subsidiaries, but the company also sells other machines.

"The golf course is popular," says Mr Yoshiaki Kamiyama, director of overseas operations. "But most popular are the machine tools them-

selves."

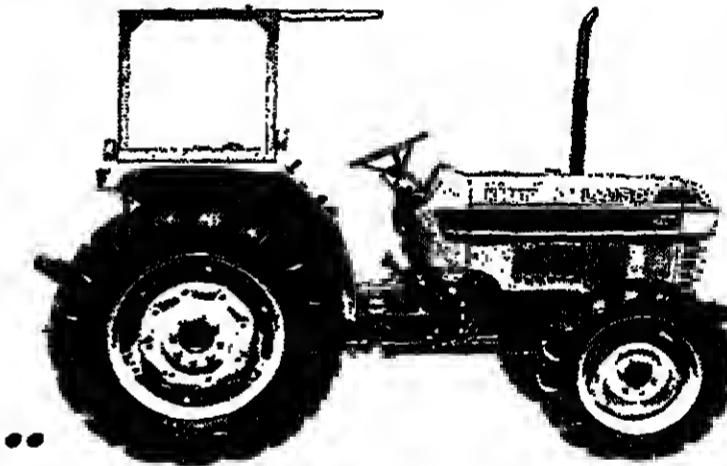
Amada claims that this sort of spectacle is cheaper than using dealers and other promoters. Also, it enables them to keep in closer touch with customers and put more resources into service. Amada prides itself on a 24-hour service, which can involve getting engineers out of bed to solve problems.

The company is so committed to the formula that it repeated it in the US on a smaller scale in 1981 and is about to open machine-tool plaza in the UK.

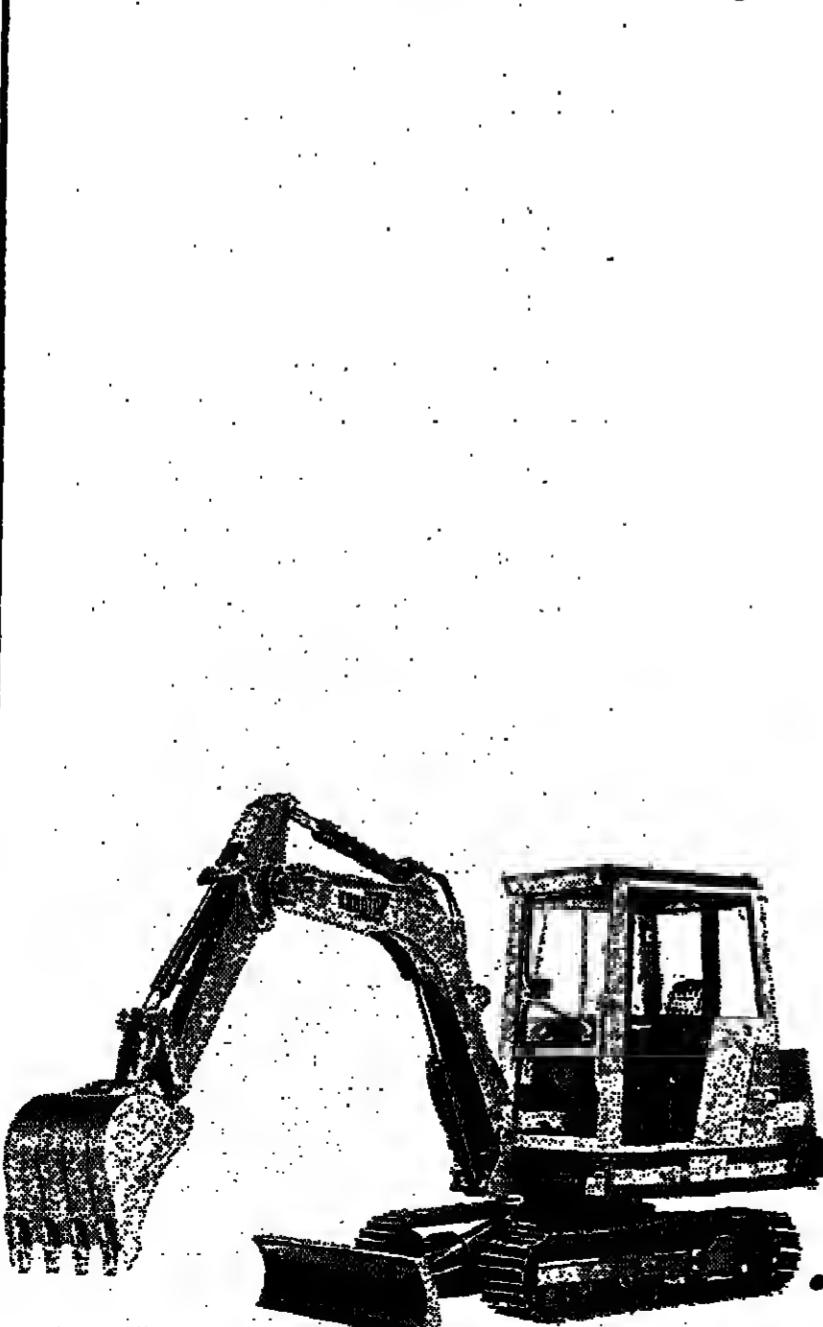
Its focus as a seller also affects its attitude towards trade friction. Amada already manufactures in the US and expects to expand production both there and in Europe.

"We were interested in their high technology," Mr Kamiyama says. "We can improve the company with our products and sales force."

These trends to source machines and technologies outside the group will continue. Amada believes that it should concentrate its own R&D on sheetmetal processing, the area it knows best and where it claims to be the world leader.



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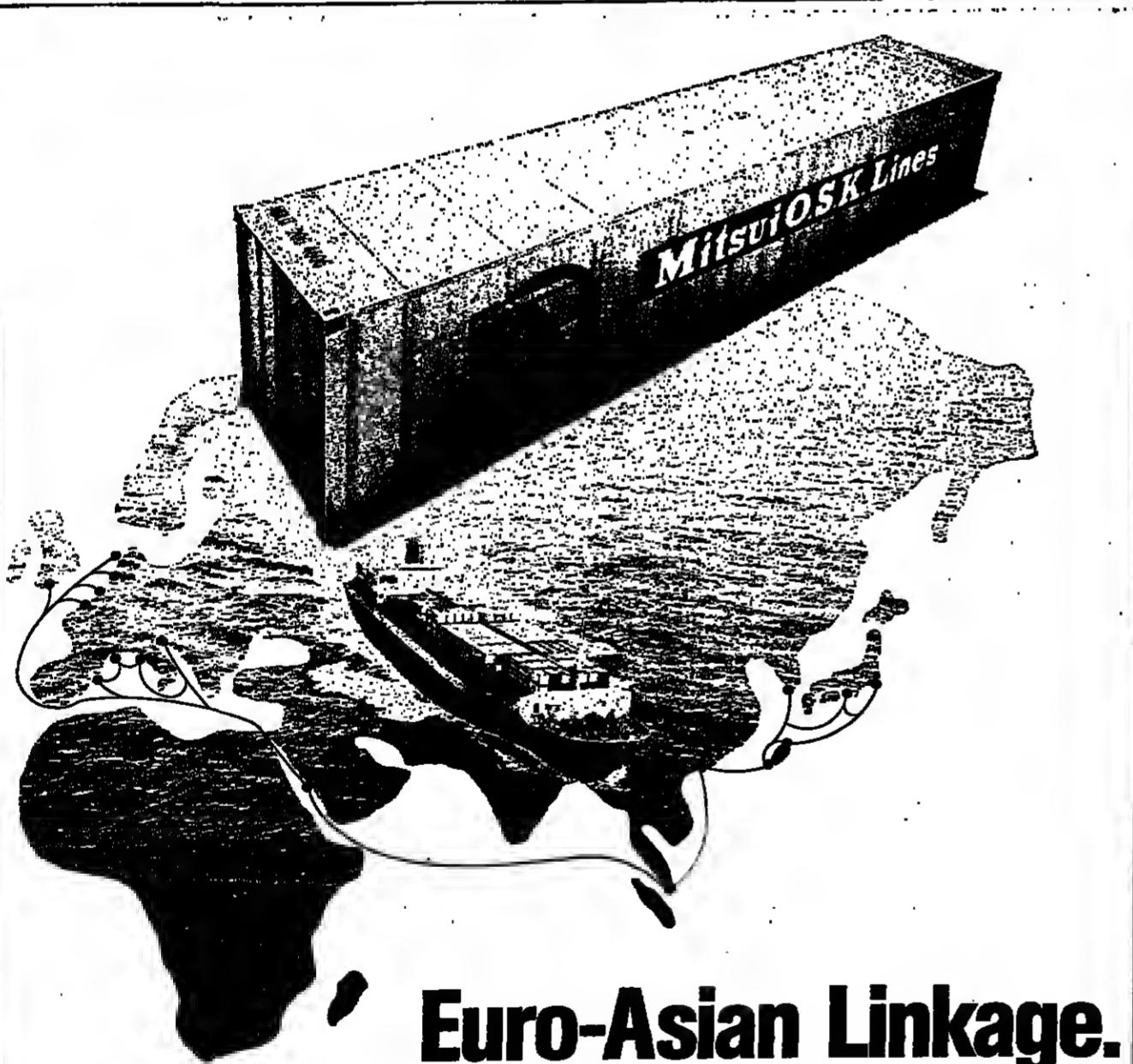


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Japanese Industry 4



The No 2 blast furnace and converter control room (below) at the NKK Oigishima ultra-modern steelworks

Problems force diversification

Steel IAN RODGER

THE LONG period of growth which has made Japan into the world's largest and most successful steel producer, is now at an end. The future for Japanese steelmakers, as for their competitors in Western Europe and other industrialised countries, looks like being filled mainly with the problems of overcapacity and excessive competition.

These problems are becoming harder to deal with because of the increasing role of production technology in the competitiveness of steel industries. Profits may be hard to come by, but companies have no choice but to continue to invest heavily in upgrading equipment.

The response of the leading Japanese steel companies to this change has been unanimous: they are all diversifying into new businesses at a rapid rate. They are also investing heavily in technologies for improving the quality of steels, but they recognise there is a limit to the potential return. This is not least because of the difficulty of raising prices; the main steelmakers have not raised domestic list prices since 1982.

"We cannot expect too much profit from steel," says Mr. Yushimura Yamashita, president of Nippon Kokan, one of the country's second largest producers. "To expect the same profits in the future would be wishful thinking."

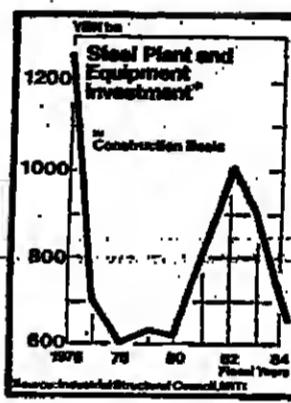
The companies are also having to contemplate significant reductions in capacity. The official capacity of the Japanese steel industry is 140m tonnes a year, whereas production this year is likely to be about 103m tonnes or less. And no-one sees any likelihood of a significant increase in the foreseeable future.

Domestic consumption is expected to be about 74.4m tonnes this year, sliding to 71.3m tonnes next year because of a weaker outlook for many steel consuming industries, especially shipbuilding.

The export outlook is not promising, particularly since Japan agreed with the US this year to limit supply to 5.5 per cent of that market. The US market is forecast to fall about 6 per cent next year, so Japan's sales there will fall too. The Ministry of International Trade and Industry has an export quota to the US of 4.6m tonnes.

The market has been difficult this year because of an unexpected slump in prices in spite of the curb on imports. Japanese shipments to the US reached only 3.9m tonnes in the first nine months of the year, compared with 6.4m tonnes in the whole of 1984.

Japanese producers cited this decline, and the weak selling prices, as a main factor in lower



profits in the first half of the 1984-85 fiscal year. Nippon Steel's pre-tax profit was down 30 per cent in the six months to October 31 to Y33.7bn, while those of Kawasaki Steel were off 13 per cent.

Nippon Kokan and Kobe Steel had marginal profits, mainly because of the performance of non-steel activities.

China has emerged as a big customer for Japanese steel in recent years, but the outlook there is not promising. Last year, shipments reached 8.4m tonnes and were 8.2m tonnes in the first nine months of this year, but because of overcrowding in Chinese ports, sales are slowing down and are expected to be lower next year.

As for imports, Japan is becoming an increasingly penetrated market. In 1975 only 22,000 tonnes of ordinary steel were imported but by last year the total had risen to 3.7m tonnes, mainly from Taiwan, Brazil and South Korea. This year imports have been lower, with only 1.7m tonnes coming in during the first nine months.

The market has been

Steel industry officials, attribute this in part to what one called "the wall of quality" - the demand for increasingly higher quality steel. However, there is considerable concern that the wall will not be able to withstand the pressure of the rising value of the yen on the price of imported steel.

Given this unpromising outlook, more big plant closures seem inevitable. Only 37 of the 57 blast furnaces in Japan are operating, and few of those idle are likely ever to return to production.

One mini-steel works, the Senju plant of Tokyo Steel, has closed this year and others are under threat. Nippon Steel, the country's largest producer, has closed its large section mills at its Hirose and Miyazaki works and its third rationalisation programme. Others are expected to follow.

With all this gloom, it is not surprising that producers are looking to diversification.

"The future is in electronics,"

Mr. Yamashita of NKK says.

NKK set up a materials division last January aimed at producing, among other things, silicon wafers for the semiconductor industry.

It is also interested in getting into businesses involved in machinery, community development, health, sports, food and aerospace.

And it has paid more than \$45m for a 40 per cent stake in a titanium and aluminum alloy aerospace components business in the US controlled by Martin Marietta.

Sumitomo Metal Industries, another large producer, started full-scale production of titanium alloy for aircraft engines in the summer of 1984 following a technology transfer agreement with IMI of the UK.

The company aims to be earning 30 per cent of revenue from non-steel businesses by the mid-1990s.

Nippon Steel formed NSC Electron Corporation in June 1985 to make silicon wafers and is building a factory near its Hikari special steel works.

The company said it was also planning to produce carbon fibre from pitch - extracted from coking coal.

Kawasaki Steel bought NBK, a US maker of silicon wafers, in October. It has also invested in a fabrication venture for custom chips with LSI Logic of the US, called Nihon Semiconductor.

The attraction of new materials, in particular silicon, is that the steel companies already have experience with them. Silicon is a common ferro-alloy used in iron and steelmaking.

The Japanese steelmakers say they are still strongly committed to steel in spite of the difficult outlook. They are investing in new equipment and determined to maintain their market strength through developing better-performing, high-technology steels.

They have also shown in the past year that they are unwilling to pass on technology to threatening foreign competitors. Last year Nippon Steel refused to offer its best blast furnace technology in bidding for an order from Pohang Iron and Steel in Korea. (Days of the UK eventually won the order.)

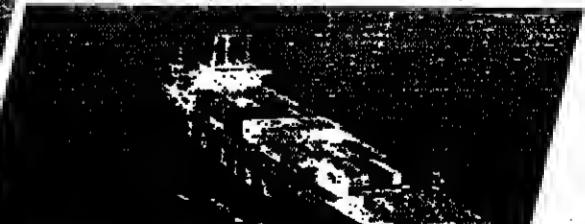
NSC said this sort of technology was vital for competitiveness and the company would not pass it on lightly, especially if the buyer were seeking concessionary terms.

"We would always discuss such a move on a commercial basis, but that does not mean we would do it," it said.

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Japanese Industry 5

High-tech road to a change of image

Motor Industry

KEN GOODING

THE MAIN Japanese vehicle producers are switching heads long to set up factories outside Japan. In future they will no longer be able to rely heavily on the cost advantage given by production in Japan and the weakness of the yen to gain sales in the US and Western Europe, the world's main markets.

At the same time they are making a thrust into the luxury and high-performance car markets, where they have had relatively little success but which offer opportunities for large profit margins.

All this means the Japanese car producers will be attempting to attract a different type of buyer, one interested not only in value-for-money but also in image.

This is difficult territory. The inexpensive model at the bottom of the range detracts from the attractiveness of the luxury model at the top for the seeker after image.

And in this search for excellence, the Japanese industry is willing to try an enormous range of new technology, even if a great deal of it will eventually be tossed aside.

This was apparent at the Tokyo Motor Show. Mr Dan Werbin, Volvo cars sales and marketing director, hit the nail on the head when he said: "The Japanese companies are all trying to outdo one another in technology."

"But they are not paying enough attention to developing clearly defined images."

The Japanese industry is now sparking off technology in all directions, he said. "But it is frequently missing the target."

Nissan's Cue-X "concept" car, was the one which attracted most favourable attention from Europeans and Americans.

It put together four-wheel drive steering and air suspension (all electronically controlled) as well as anti-skid braking, run-flat safety tyres and a laser radar system to measure the distance to obstacles or vehicles.

Nissan says it intends to put a car similar to Cue-X on the

market, but not until the early 1990s. According to Mr Tomokazu Tokuda, one of the company's general managers in charge of research, much Cue-X technology is available on production cars or will be shortly.

The scope of new technology being investigated by the Japanese companies is breathtaking, and the same may be said about the money spent on research and development. Both Toyota and Nissan, Japan's second largest group, are investing at the rate of 4 per cent of sales annually in R & D.

For Toyota that amounted last year to Y242.6bn (\$1.2bn) and for Nissan Y140bn.

Some other Japanese companies are having to boost R & D expenditure to keep up. Mazda will lift its spending from Y85bn this year (5.4 per cent of expected sales) to Y105bn (6 per cent) for the next two years, according to Mr Kenichi Yamamoto, the president.

A great deal of the Japanese companies' R & D expenditure goes to replace existing ranges. They are fighting on several fronts.

Toyota and Nissan each has several dealer networks in Japan to satisfy. Each network is demanding cars different from those sold by others.

This is a traditional franchise approach is the only way the two companies could hope to keep their firm grip on the domestic market, where Toyota has about 40 per cent of new car sales and Nissan more than 25 per cent.

The Japanese also have to produce cars to suit the different requirements of the West.

At the Tokyo Show there were several cars, such as the Nissan Cue-X, the Mazda RX-7 sports car and Honda's Legend, suited to Western markets, than Japan, where the large tax penalty means only the very rich could afford them.

Nissan's Mr Tokuda said that in the Cue-X, his company wanted a luxury car with a roomy interior and the right size for the international market.

The market the Japanese are most concerned about is the US. In the first half of 1985 they sold more than 1m cars there. It will take the full year to reach that total in Western Europe.

And it is believed that in the early 1980s only Toyota was able to trade profitably in the Japanese car market as other companies used US profits to offset losses in Japan and Europe.

However, the Japanese took the hint given by the US Government and decided to set up assembly plants there.

Honda led the way with production in Marysville, Ohio, in 1983 and Nissan followed a year later with a car line in its factory in Smyrna, Tennessee.

Toyota started a joint project with General Motors, reopening a GM plant at Fremont, California. This was to produce cars based on the Toyota Corolla and using mainly imported components.

Toyota has now decided to expand output to make Corollas for its own US dealer. It is also looking for sites to produce 200,000 cars a year in the US and 50,000 a year in Canada.

Mazda will have the capacity to build 250,000 cars a year from 1987 at Flat Rock, Michigan.

Mitsubishi will set up a joint project plant for about 180,000 cars a year in Chrysler's plant in the US.

The upshot is that by 1990 the Japanese will have the capacity to produce 1.5m cars a year in North America. That

has frightened the US industry and is causing a different style of protectionism to rear its head. Critics predict that the US industry is heading for overcapacity, collapsing prices and financial difficulties.

They also suggest the cars the Japanese will produce in the US will be only 50 per cent American in terms of components. That could have a devastating impact on the US components sector. So there are strong demands for legislation to ensure that the Japanese groups use a minimum level of US components.

The Japanese will tackle car assembly in Western Europe only after the US plants are up and running. But already they face similar calls for local content requirements.

In the face of this growing protectionism, the Japanese are hoping to continue the move up-market to attract more revenue, even if volume is constrained.

They are also attacking Western commercial vehicle markets more aggressively with light vehicles, such as the pick-ups which in the US are substitutes for passenger cars, but increasingly with heavier trucks.

PROFILE: KEIDANREN BY CARLA RAPORT

Businessmen wield off-duty power

JAPANESE businessmen who have made it to the top of the heap do not usually buy large country estates, dress in Savile Row suits or purchase expensive yachts. Instead the top executives are likely to indulge in another golf club membership, a bit more foreign travel and the best food and drink money can buy.

They also devote an unusual amount of time to business community activities, ranging from sports and arts sponsorship to organisations like the powerful Keidanren.

The Keidanren literally translates to the Federation of Economic Organisations. However, it should not be confused with the Confederation of British Industries or the American Chamber of Commerce. The Keidanren is a powerful mover and a force everyone dealing with Japan should understand.

The vast majority are from ordinary families, have a modest lifestyle and salary, are hardworking and salary-aware of their public responsibilities. They are not big spenders.

He exhibits an enthusiasm which would be hard to find in an industry association anywhere else in the world. There is nothing definitive about his manner; he did not act as if he was speaking for a special interest group.

"We have a true people's capitalism in operation here. Even though we are representing big business, we are also representing the dreams of salary earners. That is one main reason why the Keidanren is exercising such influence," Mr Miyoshi says.

The Keidanren is a powerful mover and a force everyone dealing with Japan should understand.

The Keidanren has pushed through important administrative reforms within the government bureaucracy.

"The fight is still going on, we are only half way there," he says. Targets are reform of the tax system, review of anti-monopoly laws to clear the way for industrial restructuring, and deregulation in areas affecting business.

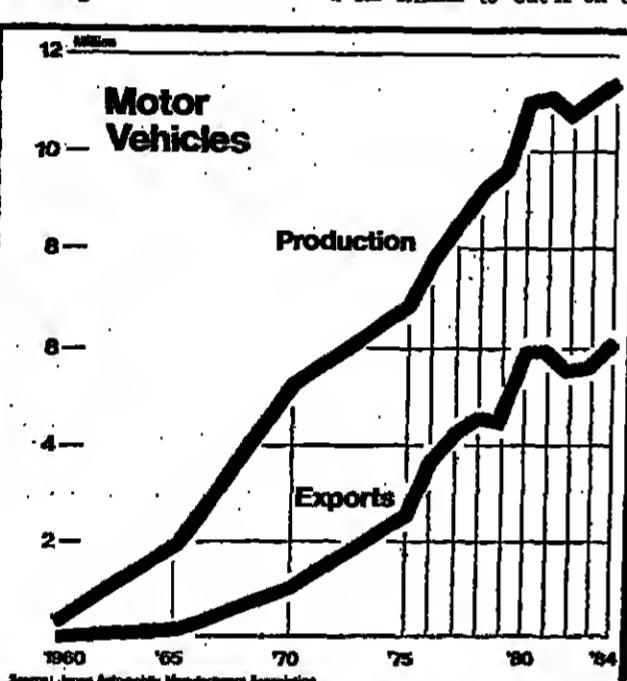
Another important area is external relations. The Keidanren has a strong credit for about 70 per cent of cases of liberalisation on tariffs, inspection procedures and the like included in the Government's recent programme to boost imports. Many came through the Keidanren's International Enterprise group, which includes representatives from ICI, Shell, Siemens, IBM, Olivetti, Coca-Cola and Hoechst.

An important link for the Keidanren is its strong affiliation with the ruling LDP party. It raised Y10bn a year for the LDP.

Mr Miyoshi says Zaikei will continue to be influential because of its close communication with government.



The Nissan line at Murayama. The company used US profits to win back its domestic market share



Mitsubishi launches "Operation Bulldog"

"Operation Bulldog" is the name Mr Mikio Kawamura chose to denote Japanese (if not British) tenacity in seeking to reduce the trade surplus that is Japan's number one foreign relations problem with the West.

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Christian Tyler, Trade Editor, Financial Times
(Extract from World Trade News, 21 October 1985)

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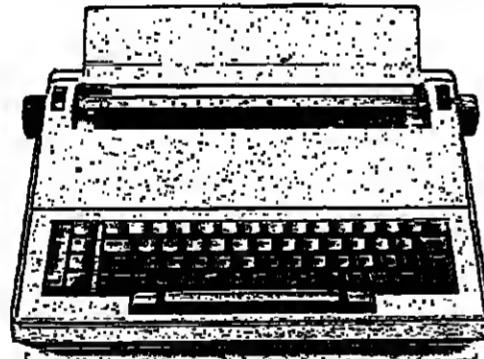
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Japanese Industry 6

Struggle to loosen purse strings

PERHAPS THE most surprising discovery for a visitor to Japan is the poverty of its infrastructure compared with the rest of the developed world.

Visit the powerful Ministry of Finance and see rows of cramped offices where cardboard boxes brimming with files are stacked to the ceiling. Take a one-hour drive to the shore and end up in a four-hour traffic jam coming back. Travel on Tokyo's Yamamoto Line in the rush hour and risk physical damage.

Only one in three homes in Japan is connected to a municipal sewerage system. The average Tokyo commuter spends 2½ hours travelling to and from work each day, most of that time standing. Fewer than 40 per cent of homes have installed heating.

Advocates for loosening the purse strings on public spending have been growing within Japan, supported by ranking officials at the Ministry for International Trade and Industry. Backing also comes from Japan's leading construction and civil engineering groups.

"Japan is a rich country on paper, but not in standard of living," says Mr Matuo Otsuka, a senior Managing Director of Kumagai Gumi, one of Japan's largest general contractors, with sales this year expected to exceed US\$3bn.

If the Government approves higher public spending next year, the benefits for Japan's construction companies would be obvious. The industry, which accounts for about 10 per cent of Japan's GNP, has been grappling with growth below general inflation for years. Approximately one-third of its business is government-related. Industry leaders are not holding their breath in anticipation of a big shift in government policy. There has been no real increase in infrastructure spending since 1977. Instead, they are seeking to harness the vitality of the private sector.

In the ultra-modern Tokyo headquarters of Kajima, another leader in the construction industry, Mr Rokuro Ishikawa, the chairman, says: "Japan's (budget) deficit is greater in percentage terms than the US. However, Japan is still short of infrastructure.

"In the private sector, we have an oversupply of funds. Last year we had a net outflow of \$50bn. So the private sector is obviously looking for opportunity.

tunities to invest. If private sector efficiency and money can be put into a project (which has government approval) we can kill three birds with one stone."

Mr Ishikawa says government money is not necessary to start this process, only government support in cutting red tape and boosting fiscal incentives, such as tax-breaks, for private investment.

Restrictions on building should be removed or liberalised, he says. Only the Government has the right to condemn old buildings, for instance.

Mr Otsuka says the Tokyo Bay Bridge project could be built with private money. "It is not necessary to have government funds, all we need is a minor change of rules and regulations."

Construction

CARLA RAPORT

The Tokyo Bay project, under discussion for nearly seven years, is the flagship among 50 big infrastructure projects under discussion by the Government. A bridge would bring acres of underused land within easy commuting distance of Tokyo, relieving the pressure on office and housing land.

Mr Otsuka points to Japan National Railways, a chronic money-losser. "There must be another way of design and management which could be profitable," he says. Extending the bullet train service would be economically feasible if handled by private companies.

Kumagai Gumi is not optimistic about changing bureaucratic attitudes overnight. In the meantime, the group is concentrating on expanding its growing overseas contracting business, which accounts for 42 per cent of its revenue. "Our target is to reach 60 per cent," says Mr Otsuka.

The main push will be in Australia, the US and Europe, where the company is more profitable. In the Far East, business is not profitable in many cases because of the competition among Japanese groups, he says.

Another company looking overseas for growth is Shimizu

Construction, a leader in energy-related projects. It makes up about 8 per cent of the Y\$23bn group sales, and Shimizu ultimately aims to raise this to 30 per cent of revenue.

Kajima, with only 7 per cent of sales overseas, is slightly less pessimistic about the chances for government-funded projects. It points to increased spending on electrical and nuclear power plants as areas for concentration. However, Kajima is zeroing in on what it calls the "sophistication of industrial structure."

According to Mr Ishikawa: "To survive we have to depend on the high-tech industries." Kajima sees big opportunities in integrated circuit fabrication facilities and other electronics industries.

Kajima is also setting up subsidiaries in new areas, such as leasing, health care for the elderly, sports, interior designing and publishing and film-making.

In spite of diversification, overseas growth and efforts to stimulate the private sector, the most serious impediment to the industry's long-term health remains its structure. According to Mr Otsuka, who is also head of Japan's Federation of Construction Contractors, 99.9 per cent of the country's 220,000 contractors are very small companies with capitalisation of less than \$500,000.

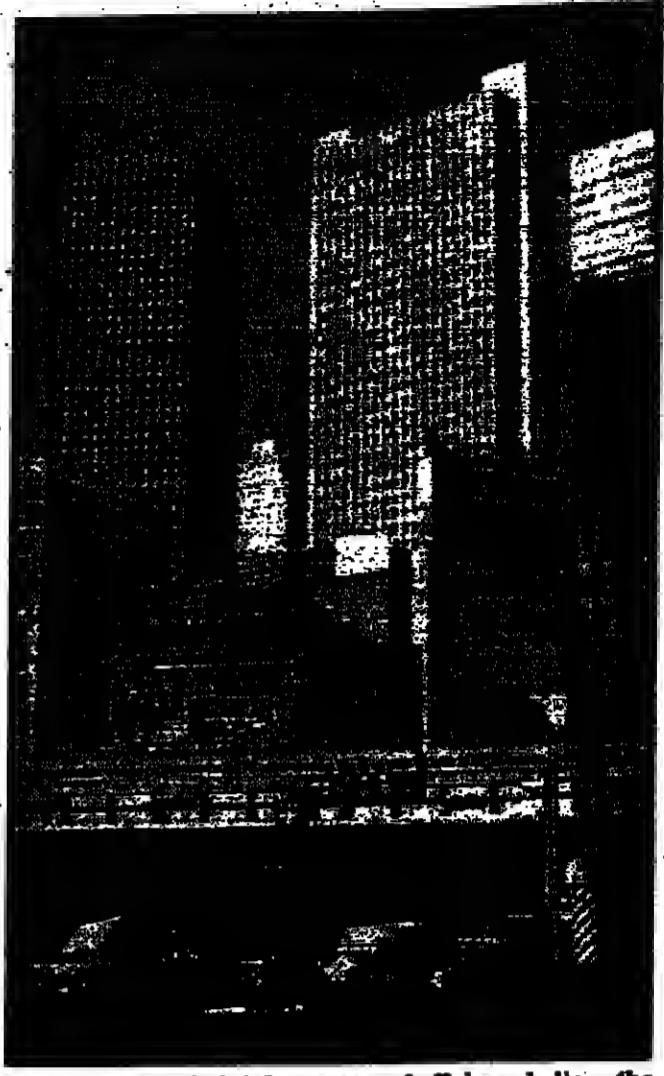
The main contractors cater to Japan's private sector, backed by a high level of expertise and research spending. The smaller companies remain dependent on public works. Mr Ishikawa says Japan maintains a basic social policy toward small contractors known as the floor, or convoy, theory.

That means we have to adjust our speed to the slowest," he says. This means that efficiency made possible by the size of the large companies is sometimes sacrificed because smaller, less efficient companies must also be given government contracts.

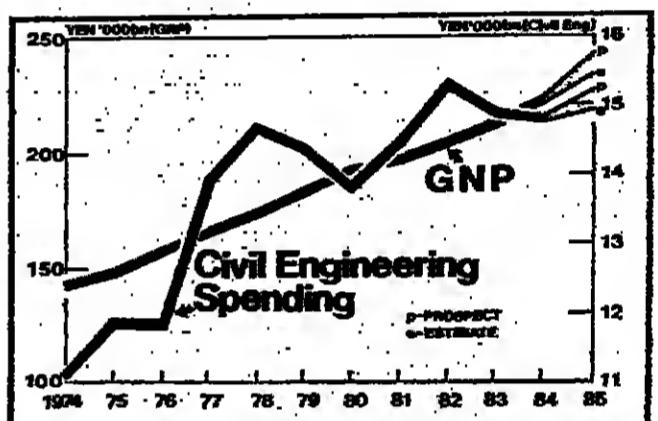
Even so, the bankruptcy level among contractors is high, accounting for about 30 per cent of all companies.

"But more are forming each day. Now we are talking with the Government on how to speed up the convoy, perhaps through mergers and acquisitions," he says.

"Unless we can get the convoy to speed up, we cannot be competitive in the worldwide market."



The crowded Shinjuku area of Tokyo belies the Japanese infrastructure shortage



Export sales drive to overcome slump

Construction Equipment

IAN RODGER

THE construction machinery sector provides an excellent case study of a Japanese industry forced to seek export sales because of a slump in the domestic market.

In principle the Japanese market for construction machinery should be enormous. Most of the country is mountainous, so that every road or rail project is a big civil engineering undertaking. The country's infrastructure also remains very underdeveloped.

But Japan's spending on infrastructure has stalled in the past decade and, apart from the long-suffering public, the construction machinery industry has been the main victim.

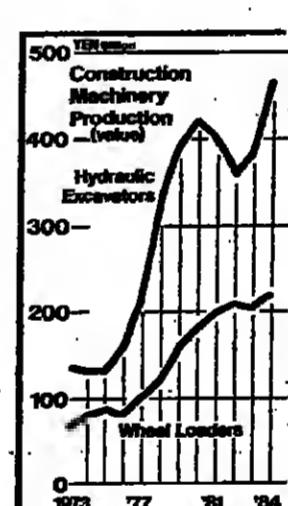
Spending on civil engineering projects has probably declined by about two-thirds in real terms. For example, the country has 7,600 km of motorways planned, of which 3,721 km are open. But only 372 km are under construction.

The effect on the industry has been dramatic. Demand for excavators has tumbled from more than 40,000 units in 1978 to about 27,000. Bulldozer sales have slumped from 18,000 to 10,000 over the same period.

Komatsu, the industry leader with domestic sales of about Y200bn, has had to work hard to maintain its position. Last year, it increased domestic sales 12.4 per cent in spite of a weak market in most products, mainly by introducing new lower-priced models of excavators and wheeled loaders.

Komatsu has an estimated 65 per cent share of the domestic market for bulldozers, 70 per cent of the off-highway dump-truck market, 85 per cent of the scraper market, 35 per cent of the hydraulic excavator market, 35 per cent of the wheeled-loader market and smaller shares of products such as rough terrain cranes and vibratory rollers.

The other major construction machinery makers are Caterpillar, Mitsubishi—mainly bulldozers—and Hitachi Construction Machinery in excavators and wheel loaders. But there are also many world-competitive producers of specialised machinery, such as Kato and Tadano in mobile cranes, and



Kubota and Yanmar in mini-excavators and loaders, and Sakai in paving equipment.

Like Komatsu, Hitachi has put a big effort into exports. Last year it was the market leader in excavators in the UK with 380 sales. It also ships about 800 a year to the US since a licensing agreement two years ago with Deere.

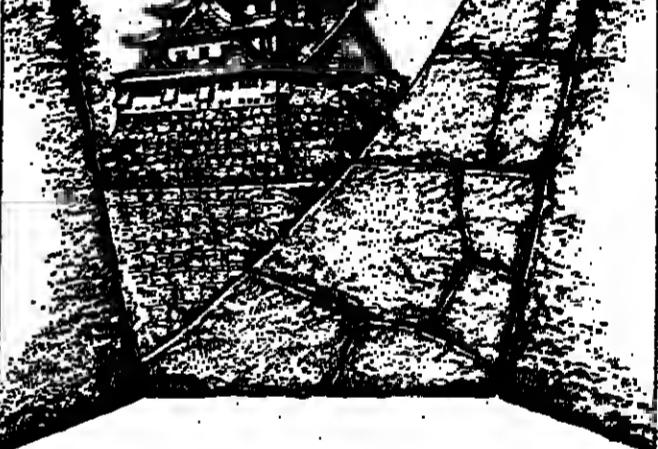
Hitachi says its sales of excavators are being restricted only by its production capacity of about 800 a month.

Komatsu, Hitachi, Kobelco, Mitsubishi and JSW were found guilty earlier this year in the European Community of dumping duties ranging from 31.8 per cent for Kobelco to 2.8 per cent for JSW have been applied.

None has taken action to insulate itself from this and other measures that would hurt exports. However, there are strong rumours that Hitachi will soon announce a joint tie-up with VME, the joint venture formed last year by Clark Equipment of the US and Volvo BM of Sweden.

Komatsu has been trying for more than a year to establish manufacturing in Europe. Attempts at joint ventures with the UK companies Northern Engineering Industries and Terex have not succeeded, and the company may end up going it alone.

One big problem, according to Mr Shoji Nagawa, Komatsu president, is that the European market is fragmented and national bias applies in each country. If Komatsu built a plant in the UK, for example, it might find that its products were not welcome in France or West Germany.



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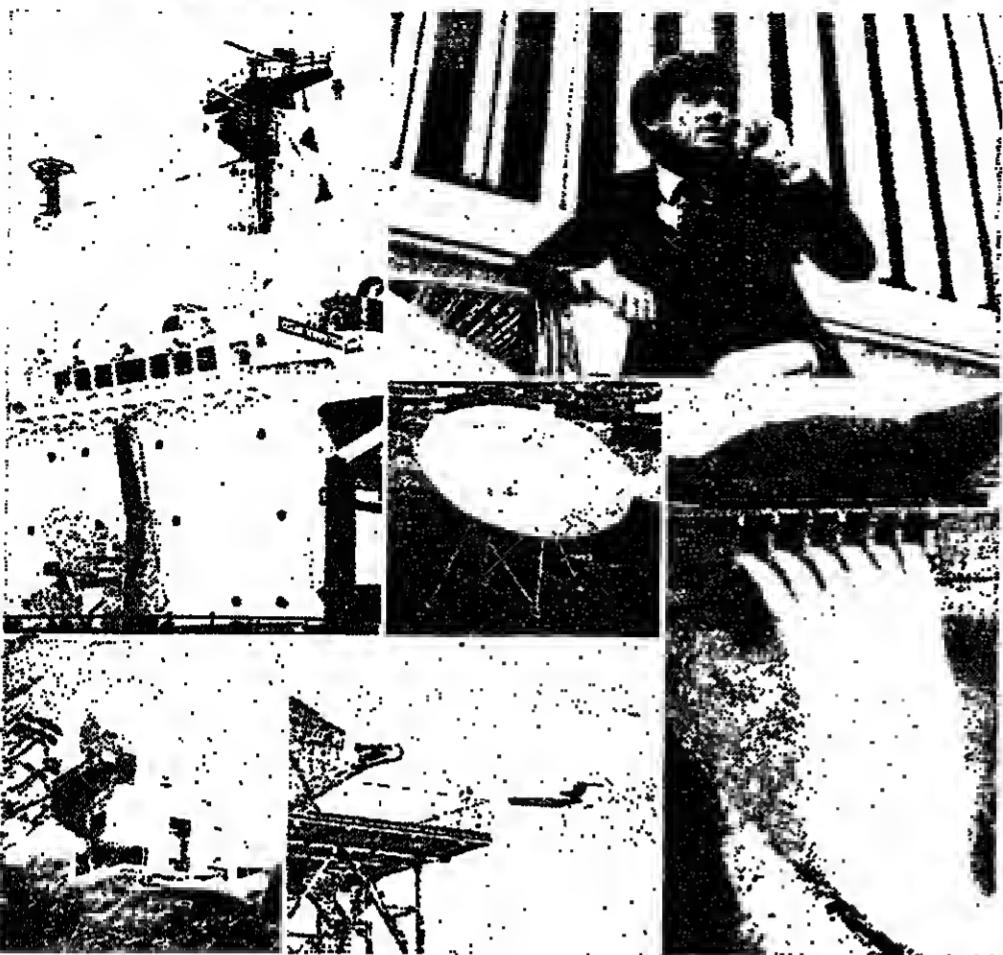
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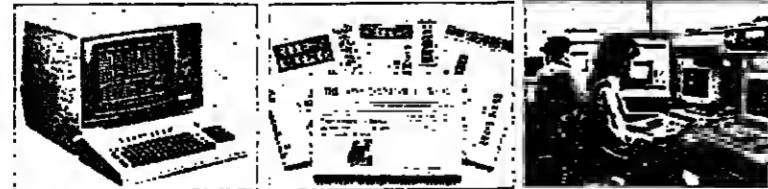
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Japanese Industry 8

Deep recession leads to yard cuts

Shipbuilding

YOKO SHIBATA

FOR THE Japanese shipbuilding industry the crisis which it had been forecasting for the past decade now seems to be at hand. A deep recession has hit Japanese shipyards with no relief in prospect as in earlier years, from new business areas, such as oil drilling rigs.

Well before the Sanko Steamship collapse, demand for new vessels had plummeted. Since mid-August, when the crash occurred, demand has fallen even further, with the big international financial institutions and in particular US banks, becoming much more wary of involvement in shipping finance. Shipbuilders expect their yards to be idle around the middle of 1987.

In addition, Japanese yards are threatened by a possible cancellation or deferral of delivery of orders from Sanko and Hong Kong's C. H. Tung group.

Intensifying competition from builders fighting for the reduced number of new orders has brought prices down, too, to 30 per cent below the break-even point. Even order-hungry shipyards have become hesitant to take on work at the prices available. The six big Japanese builders' pre-tax profits fell by 10 per cent to Y377.7bn in the half year to September 30 1985.

In view of the worsening position of the industry, the Ministry of Transport in late October asked the council for the Rationalisation of Shipping and Shipbuilding (CRSS) to implement a plan for the stabilisation and revitalisation of shipbuilding.

The council has been in abeyance for seven years since the last shipbuilding recession in 1978 and the nation's 33 shipyards closed 35 per cent of their building facilities. Total capacity was cut from 9.8m compensated gross registered tonnage (CGRT) to 6.4m CGRT in France come to mind.

Although best known as a leading motorcycle producer, KHI's main activities are in capital goods such as ships, railway carriages, boilers, turbines, and steel, cement and chemical plants.

The group is frequently involved in big overseas projects arranged by Japan's formidable trading companies and, like them, sales and export growth at KHI has often seemed more important than achieving a substantial return on capital.

But the heyday of this type of company in Japan has come to an end. The Government is trying to promote imports and is encouraging manufacturers to invest in plants overseas. So KHI and similar companies like UHI and Mitsubishi Heavy Industries are no longer the focus of interest.

It is very difficult for them to contribute to the new trade policies. It would be absurd.

shipbuilding industry is currently said to have excess capacity of 1m CGRT.

Over the past decade, the shipbuilding workforce has been cut by two-thirds from 180,000 to 60,000 through retirement, 40,000 through re-direction to other sectors or other industries. The Shipbuilding Association of Japan thinks the industry should shed a further 30 per cent of its workforce from current 60,000 to 42,000 to match rapidly falling demand. New yards numbered 12 in 1973, 27.7, gross tons at their peak in 1973 to 8.4m gross tons in 1984, and since the beginning of this year, orders received have hovered around one-quarter of the previous year's level in each month.

Against the background of overcapacity and the nosedive in new orders, the CRSS's inquiry will centre on four points: reduction of operations in individual yards;

- a cut in total building facilities;
- promotion of ship scrapping;
- employment problems resulting from the trimming down of yard capacity.

The council is expected to come up with a recommendation next May, but short-term recommendations will be made in February.

During discussions at the CRSS, the major shipbuilders have reached a consensus that the level of output should be fixed since 15-20 per cent below the current level by 1987 at between 3.3m to 3.5m CGRT.

The present official ceiling of 4.1m CGRT. Whereas the current building capacity is based upon speculative

demand, in future according to the recommendations it should be based upon real market demand.

Despite cuts in production capacity, the Japanese have managed to dominate the world market with a share of nearly 50 per cent in the past 10 years, a period in which South Korean yards have eroded the European share to emerge as the second largest shipbuilding nation in the world.

The South Korean yards' bid taken up with Japan has been a major problem for Japanese yards in recent years.

Even before the expected recommendations of the CRSS next year, the big shipbuilders have started pains-taking efforts to lessen the burden of excess manpower.

Last month, Hitachi Zosen obtained agreement with its labour union for the company's plan to reduce 5,000 workers by 1987, following its withdrawal from new building at its Hiroshima works. Hitachi will integrate its new construction at its Ariake works in Kyushu, the southern island, so as to survive the recession in 1987.

Hitachi's bold steps have been matched by other shipbuilders. Ishikawajima-Harima Heavy Industries (IHI) is to reduce the current 24,000 in its shipbuilders' sector to 20,000 by March 1988.

Mitsui Engineering and Shipbuilding is dispatching 1,800 workers to other companies next year, and Sumitomo Heavy Industries is making its 800 workers redundant.

Mitsubishi Heavy Industries, the largest builder in Japan has

already shifted 7,000 workers to other sectors including Mitsubishi Motor or to nuclear power generation department. Nippon Kokan Kaihatsu (NKK) has proposed to unions a reduction in the number of 1,000 workers and a cutback in new shipbuilding capacity at its Shimizu work.

However, the question is whether the scrapping of facilities and redundancies can be carried out in a similar manner to 1979. The big groups like Mitsubishi Heavy Industries or Ishikawajima-Harima Heavy Industries will absorb surplus capacity. Most of the others had already tried to cut facilities severely, after 1979.

The scrapping of yard facilities threatens to cause a serious employment problem in local towns which depend heavily on shipbuilding.

Hitachi's withdrawal from new building at its Hiroshima yards has been a shock, as the local area of Hiroshima concerned is largely dependent upon shipbuilding. In order to secure job opportunities for local workers, Hitachi Zosen is planning to establish a local subsidiary, such as Inoshima Jozo, which brews brandy wine from local mandarin oranges, or prawn farming through a subsidiary, Inoshima Fishery.

A more moderate stance was adopted by the Koreans at industrial trials in late November.

The South Korean shipbuilding industry's representatives said they intend to reduce orders to about 80 per cent of 1983 levels though this is still regarded as too optimistic.

By IAN RODGER

PROFILE: KAWASAKI HEAVY INDUSTRIES

Bitter criticism over trade frictions

KAWASAKI Heavy Industries was designed largely as part of the nation's export arm just like many heavy industrial conglomerates around the world – Mannesmann in West Germany and CGE-Alstom in France come to mind.

Although best known as a leading motorcycle producer, KHI's main activities are in capital goods such as ships, railway carriages, boilers, turbines, and steel, cement and chemical plants.

The group is frequently involved in big overseas projects arranged by Japan's formidable trading companies and, like them, sales and export growth at KHI has often seemed more important than achieving a substantial return on capital.

But the heyday of this type of company in Japan has come to an end. The Government is trying to promote imports and is encouraging manufacturers to invest in plants overseas. So KHI and similar companies like UHI and Mitsubishi Heavy Industries are no longer the focus of interest.

It is very difficult for them to contribute to the new trade policies. It would be absurd.

for example, for KHI to start manufacturing turbines in the UK or boilers in the US.

Mr Kenzo Hasegawa, president of KHI, is keenly aware of the company's uncomfortable position. "As a manufacturer, our fundamental structure is designed for importing raw materials, manufacturing them here and exporting a large portion of them.

"We have had a 40 per cent export ratio for a long time. If we were told not to export, we could not live."

Mr Hasegawa is bitter about

the development of trade problems with the rest of the world, blaming it largely on the economy.

He suspects that the sudden rise in the value of the yen will be damaging to the group.

Until this autumn, KHI was optimistic that it was on the road to recovery. It suffered losses of Y3.9bn in 1983 and Y6.8bn last year because of the slump in the shipping industry, losses on a few overseas projects, plant contracts and severe competition in motorcycles.

But in the first half of this year, it had an unconsolidated profit of Y2.6bn, and for a while the outlook was looking brighter.

Now it has become clouded again, not only because of the continuing crisis in shipbuilding but also because of the change in the terms of trade.

"The exchange rate is too high and we have no way of coping with it, so we are losing a lot," Mr Hasegawa says. "Our export ratio will go down."

KHI has tried to diversify and some analysts have been enthusiastic about its moves into defence equipment. It is now the largest defence supplier in Japan. But Mr Hasegawa is pessimistic about the potential because the Government is limited to spending 1 per cent of GNP on defence. And he says foreign markets for defence equipment are too complicated.

Another diversification into robotics and factory automation shows promise, but results have been average because competition is fierce.

The sector that excites Mr Hasegawa is aerospace. KHI is a leader in Japan in this sector with sales last year of Y101.9bn, and Mr Hasegawa is chairman of the Japanese Aircraft Development Agency. KHI makes sea patrol planes and has co-operation agreements with MBB of West Germany on the M313 and BA117 helicopters and with Boeing and Hughes of the US on others.

It also makes partial assemblies for the Boeing 767 jetliner and is discussing with Boeing the 777 jetliner project. It is also one of the partners in the Rolls-Royce of the UK in the International Aero-Engines consortium.

Kawasaki Heavy Industries

Division	1984/85 Sales Y bn
Aircraft and other	198.7
Generators	168.2
Shipbuilding	137.6
Machinery	114.7
Plant engineering	92.4
Rolling stock	45.8
Total	764.2

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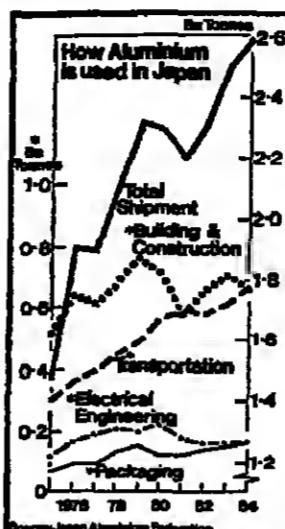
Japanese Industry 9

Apparent Supply of Primary Aluminium Ingot

(metric tons)

	Production	Exports	Total	US	Imports Canada	Australia	New Zealand	Ratio of imports to supply	Ratio of imports to production
1972	1,996,765	2,275	475,654	41,123	78,576	76,981	30.3	43.4	
1974	1,118,374	34,926	478,333	65,285	72,917	31,162	52.1	42.8	
1975	1,613,269	53,506	478,333	30,246	45,386	66,548	32,661	23.9	37.3
1976	919,425	66,706	490,125	34,235	12,963	44,219	105,155	23.6	46.8
1977	1,183,197	50,549	523,507	11,475	67,386	61,371	110,284	32.9	44.9
1978	1,057,710	54,584	746,204	38,443	124,927	59,125	121,551	42.5	70.8
1979	1,010,409	7,946	748,436	100,270	106,811	37,425	114,132	42.7	74.1
1980	1,001,477	7,644	916,085	306,712	123,589	26,365	92,979	45.5	83.4
1981	770,582	12,180	1,128,322	246,325	116,132	69,588	108,574	59.3	146.6
1982	350,706	6,681	1,446,566	306,456	193,110	111,661	122,833	90.8	412.5
1983	225,906	1,603,723	252,466	141,621	114,725	175,954	86.3	828.7	
1984	286,728	2,283	1,347,817	177,633	111,405	236,530	154,246	82.6	476.1

Source: Ministry of International Trade and Industry, Japan Tariff Association.



Grumbles over government apathy

THE TALK in the European and North American aluminium industries these days is all of dis-integration—that is, the specialisation of companies in one of the primary production and finishing sectors but not both.

But while the Europeans and North Americans talk, the Japanese have swung into action. In the past decade, the country's large aluminium industry has effectively become dis-integrated through the closure of almost all the primary smelters.

It is probably too early to say whether this has been a good thing. There is still a lot of grumbling in the industry about the lack of government support for its primary smelter companies and still straining under the weight of the financial cost of the closures.

The main worry is that some companies may be losing their competitiveness because they have been unable to invest in modernising plant in the past few years.

"We are afraid that the Americans will start exporting can sheet here," says Mr Toshiro Fujimoto, director of the Japan Aluminium Federation.

The Japanese aluminium producers, like their competitors in Europe and the US, pleaded with their Government for special low electricity prices but to no avail. The Government suggested that they would be better off closing smelters in Japan and investing in new ones in countries with low cost electricity.

And so they did. Between 1976 and early this year, nearly 1.3m tonnes of aluminium ingot were closed in the country (90 per cent of the total) was closed, even though there are only five small smelters left, there is still talk of more closures.

Mr Fujimoto says, "If all of a sudden imports stopped, we would suffer. Our mills would have to stand idle,"

Mitsui, for example, has just

shut its Japanese alumina re-

finery, and some observers take that as an indication that the group's 60,000 tonnes per year smelter is also under threat.

Others are not so pessimistic. Mr Kaichi Yokota, managing director of Nippon Light Metal, the country's leading producer, says overcapacity in the world aluminium industry is so great that there is unlikely to be any supply shortage for the foreseeable future.

And if the price goes up, the developing countries will increase production," he says.

The restructuring of Japan's aluminium industry goes back to 1973 and the impact of the first oil shock. At the time, the country was one of the world's leading producers of the metal, with total primary capacity of 1.6m tonnes. Almost all of Japan's smelters were dependent on electricity generated from oil-fired power stations, and the effect of the oil shock was to make most of them uneconomical to operate.

During the first phase of this programme in the late 1970s, the companies were able to cope with the costs because of the buoyant prices for aluminium. But when the price slumped in 1980, it looked as if there might be bankruptcy. In 1981, the industry had collective losses of ¥53.6bn, further losses of ¥97.5bn the following year and the prospect of more as the smelter closure programme accelerated.

The Government stepped in with a programme to rebate the 9 per cent tariff on ingot imports equivalent to the 400,000 tonnes of capacity still earning cash in the country (90 per cent of the total) was closed, but it also provoked the wrath of the US aluminium industry, which saw it as an unfair subsidy.

Mr Yokota dismisses the US complaint, which has been for-

malised in a countervailing duty case.

Nippon Light Metal, for example, has lost money every year since 1975. Last year it lost ¥1.2bn.

Meanwhile the investments in smelters overseas have not worked out well. In most cases the deals included formulas for pricing the share of the output that the Japanese would buy. These have proved to be asynchronous, and the Japanese have been paying more for their metal than if they had been buying on the open market.

There is some debate about how much damage has been done to the downstream end of the industry by the crisis in the primary sector. The problem seems to be confined to hot rolling, where six of the eight mills in the country were built before the 1970s. However, industry leaders say hot-rolled coil is like ingot, increasingly a commodity and an acceptable import.

According to the federation, 16 of the 25 cold-rolling mills are more than 15 years old, but this sector is in better shape because of an 11.5 per cent tariff. It is also exporting substantial tonnages to the US.

However, Mr Fujimoto says the mills make profits only when the market is buoyant.

He worries about the impact of a reduction in the tariff to 9.2 per cent that comes into effect in January.

Further downstream, there is

no evidence that the restructuring has had any effect. Consumption of aluminium in Japan continues to rise, and fabricators of finished products are prospering. Demand for

aluminium has risen from 2.4m

tonnes in 1982 to 2.7m tonnes last year, and the federation forecasts steady future growth of about 3 per cent a year.

If big aluminium consumers, including aircraft and other manufacturers, are worried about the security of their supplies, they are not showing it.

Mr Kenko Hasagawa, president of Kawasaki Heavy Industries and chairman of the Japanese Aircraft Development Agency, said it would be disastrous for aluminium companies to go on producing in Japan as long as electricity prices were high.

Further evidence of the lack of concern comes from the fact that the Government last month ended a long-standing programme to help finance aluminium stockpiles.

One remaining question about Japanese restructuring is the impact it will have on the world aluminium industry. With the metal in abundant supply and the world price depressed, no one has noticed that Japan has become the world's leading importer.

Last year the country imported 800,000 tonnes of overseas smelters in which Japanese companies have invested. Another 457,000 tonnes were taken under long-term contracts and 544,000 tonnes through spot purchase. (The remainder of the country's needs comes mainly from recycling.)

Western industry leaders fear that this buying power will introduce a new element of volatility into the aluminium price. The Japanese will become aggressive buyers as soon as the metal price starts to rise, they say.

Market leaders set for overseas expansion

THE JAPANESE show a schizophrenia about dress that is almost unique. The rise in fame of designers such as Hanae Mori, and Issey Miyake has meant that fashionable Japanese are among the best-dressed in the world. Yet the average businessman in invariably dressed in a very blue suit of average-to-poor quality as if allergic to style.

Outside the cities the split is even greater. Outerwear ranges from the traditional cotton robe or kimono to what is best described as "scarecrow chic"—an amalgamation of bright Western-style blouses and jackets with mismatched trousers, worn by both men and women.

There are two kinds of apparel companies in Japan: one is an exporter for Renown, the other is growing rapidly and the other declining. The first is the one focusing on fashion, the second makes ordinary clothes.

Clothing

CARLA RAPORT

Japanese women want Western designers' labels on their Western-style clothes. Renown's stable of 50 brands includes Arnold Palmer sportswear, Cabarel skirts, Norme Kamali, Perry Ellis and Buster Brown.

"In the past we had to produce only one line because different department stores accepted it. Now each store wants different lines," Renown says. This year the company has about 25 new lines, with the largest selling about ¥700m to ¥800 a year.

Kashiyama stresses the importance of foreign designers. By 1990, it says, 81 per cent of clothes consumption will be by choice, not need. "That indicates that individuality will play an increasing role in clothes purchases. Clothes are becoming more of a tool to express oneself and one's goals," says Mr Toshiro Tanaka, marketing director at Kashiyama.

As a result, the industry is split between thousands of brand names, including Ralph Lauren and Yves St Laurent. It is backing up claims to internationality by hunting new foreign designers. As Wacoal notes in its annual report: "Unsold merchandise in fiscal 1984 was equivalent to 14.3 per cent of sales, compared with 15.9 per cent in fiscal 1983 and 13.9 per cent in 1982."

Japanese department stores specialise in shop-within-shops, where manufacturers not only deposit the goods but also sell them with their own staff. Kashiyama, for example, has 3,600 full-time employees and another 3,600 sales girls on one-year contracts who sell at department stores around Japan.

Considering these conditions, it will not be surprising if Japanese makers who expand overseas meet with considerable success.

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- Marubeni handles sales in Japan of the high-technology plasma coating equipment of Plasma Technik of Switzerland.

- Our new joint venture with the McDonnell Douglas Information Systems Group brings the services of Tymnet, the world's largest VAN service, to major corporate customers in Japan.

- With aerospace giant Martin Marietta Overseas Corp., we're pioneering new sales routes and introducing new customers for American space technology.

In sum, Marubeni knows all about the Japan market. And we'd welcome the chance to put our expertise to work for your company. A copy of our 1985 Annual Report, and a subscription to our bi-monthly magazine SHOSHA, are available free for the asking. Don't hesitate to contact a Marubeni representative at any of our 27 offices throughout Europe.

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Japanese Industry 10

Downhill ride in a crowded market

THE RAILWAY equipment industry is peculiar, says Mr Masahiko Ishizawa. "If there were only two companies remaining in it, they would kill each other."

Mr Ishizawa is executive managing director of the rolling stock division of Kawasaki Heavy Industries, the leading Japanese company in the field.

Many in the close-knit railway industry might be surprised by the bitterness of Mr Ishizawa's remarks. Kawasaki has been one of the most successful companies in this sector in the past decade, and the Japanese producers, in general, have made extraordinary progress in world markets.

Early this year, for example, a consortium led by Kawasaki beat a British one led by Metro Cammell to a \$290m contract for railcars on the Singapore metro.

Toshiba, another major maker of railway equipment, estimates that the Japanese have managed to work their way up to fifth position in the league table of passenger rail equipment exports.

Out of a total export market of \$3bn a year, the company believes US and West German makers each supply about \$500m, France and Czechoslovakia about \$400m, the British are about level with the Japanese and the Canadians follow with about \$150m-\$200m.

The Japanese have been in export markets only over the past 10 years, but they have long been big manufacturers of railway equipment. And with good reason. Japan has one of the largest rail networks in the world, with 21,000 km of national railways and a further 5,600 km of private ones. British Rail's network is just under 17,000 km while that of the French SNCF is 35,000 km.

Use of Japanese railways is also high. The Japanese National Railways (JNR) runs 190bn passenger/km per year and the private railways 126bn passenger/km. By contrast, British Rail achieves about 30bn passenger/km and the SNCF 58bn.

Both systems in Japan have been big buyers of equipment for a long time. JNR has some 18,000 electric coaches, and the private systems 17,000. Supplying these needs has made the

Japanese industry one of the largest in the world, with three main electric traction makers, Hitachi, Toshiba and Mitsubishi, and six rolling stock makers, of which Kawasaki and Tokyo Car are the most important.

The home market has been declining, however. In 1971 JNR was spending more than Y1,000bn (450m) a year on equipment, and in the middle of expanding its Shinkansen (bullet train) network. Since then, it has been all downhill, with spending this year amounting to only about Y500bn.

Railway Equipment

IAN RODGER

And the outlook is bleak, because JNR is curtailing spending in advance of privatisation plans. The private sector has maintained its spending, but that has not been enough to keep the big suppliers going.

But the export drive has been a huge success. Kawasaki, for example, has built its export turnover from Y5.717m in 1973 to Y19.520m last year.

So why is Mr Ishizawa unhappy? Unfortunately, the rise of the Japanese has added to the crowding in a chronically overcrowded industry, and new manufacturers can prosper.

The market is in long-term decline. Those countries with railways tend to have their own manufacturers and so, with the big exception of the US, are not open to foreign suppliers.

Developing countries tend not to be enthusiastic about building railways. Mr Ishizawa says most developing countries are too impatient to choose rail as a key form of transport, even for crowded cities.

It takes about 10 years to build a transit system, whereas you can get a car on the road tomorrow.

We are not saying that the railway industry is dying," says Mr Ishizawa, formerly JNR chief engineer and still known

in the industry as the Emperor. "Every year, some new ones open. But the emphasis is on short-distance, urban transit systems that do not require many vehicles."

So railway equipment manufacturers compete furiously for the few orders available.

"In almost every case we are selling at break-even or less. If we carry on like this, there will be no money for research and development," Mr Ishizawa says.

He believes leading manufacturers should co-operate more.

"The ultimate goal is having international ground rules. It is difficult to see how we would get there, but if we keep it in mind, we may."

Meanwhile, it is up to the companies to form alliances on projects and the Japanese have done this in a few cases. Toshiba is making diesel-electric locomotives with Daewoo of South Korea for export to Africa. On the Singapore metro contract, Kawasaki has taken European companies as subcontractors.

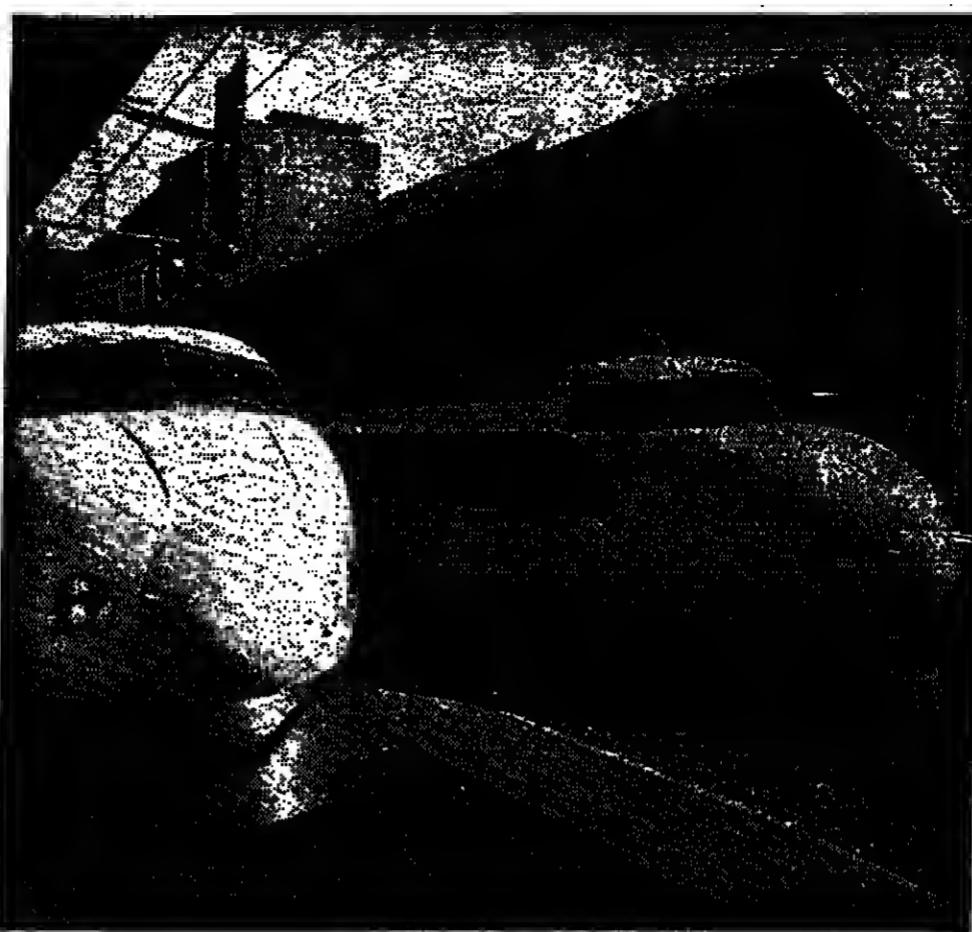
Kawasaki tried to co-operate with Metro Cammell on the Hong Kong rapid transit project in the late 1970s but was rebuffed by the British company, which won the £50m order.

"If we had been able to work together there, we might not have had to compete against each other in Singapore," he says.

Kawasaki has held out another olive branch in recent months. Last spring, London Regional Transport visited the company's factory in Japan and invited it to tender on rolling stock. Kawasaki reminded LRT that in the past it had invited French and West German manufacturers to bid on orders but had never given them significant business.

"We told them they had two strong manufacturers in the UK while we were strangers. We would be happy to bid but if it was just a means of pushing down prices."

If the railway companies continue to rejoice in wide-open competition, they will kill the manufacturers and that will result in slower development of technology and lower quality rolling stock."



The Shinkansen (bullet trains) at Tokyo station. Railways are now investing much less in equipment

Star of the stock market

Textiles

JOHN MAKINSON

THE textile industry should be one of the most depressed sectors of the Japanese economy.

It is in the backyard of the world's cheapest producers — China, South Korea and Taiwan. It has also stuck to a policy of vertical integration, riding the ups and downs of the oil price, in a country which has virtually no natural resources.

Western textile companies have long disdained that policy, but it remains a cornerstone of the Japanese industry.

Finally, its speciality is synthetic fibres, long regarded by most US and European companies as an area of chronic overcapacity.

For all that, the textile industry is one of the stars of the Tokyo Stock Exchange. The sector commands a price/earnings multiple of about 40, almost double the market average.

In the UK, the textile sector languishes on a p/e of just under 10, well below the average for industrial com-

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SECTION II - COMPANIES AND MARKETS

FINANCIAL TIMES

Tuesday December 17 1985



UTA seeks expansion as profits continue to climb

By PAUL BETTS IN PARIS

UTA, the French private long-haul airline company owned by the Chargeurs group, expects to report profits of FF 600m-FF 650m this year, sharply up from earnings of FF 219m (\$28.4m) last year.

Mr René Lapraire, UTA chairman, also said in an interview that the airline, which specialises in African and Far Eastern routes, was seeking to expand with services to North America and Europe.

Under a French Government agreement signed in 1983 UTA was given routes connecting France and Africa as well as Far East and Pacific destinations, while its rival, the much larger state airline, Air France, flew to all other parts of the world.

Mr Lapraire said, however, that the international airline market had since changed radically. He said UTA, which has no government subsidies, was facing greater competition on its African and Far Eastern routes. To make the airline more competitive, Mr Lapraire argued, UTA would need new routes to consolidate its existing business and attract customers to its established services.

UTA is now bidding against Air France for the Paris-San Francisco

route. "It is the first time in many years that UTA and Air France are bidding for the same route," he said. Although the move has discomfited Air France, Mr Lapraire argued that two French airlines flying to the US would strengthen France's competitive position on the transatlantic and US market at a time when the number of US airlines flying in France was increasing.

A decision on the San Francisco route is expected in a few months.

Mr Lapraire has also been arguing forcefully at the Association of European Airlines (AEA) to allow two European airlines from the same country to fly to the same European destinations. This strategy reflects UTA's hopes to see its split of airline markets with Air France evolve on the lines of the more flexible relationship between British Caledonian and British Airways in the UK.

The strong rise in earnings this year includes a special gain of FF 300m from an insurance claim to cover the replacement cost of a UTA Boeing 747 damaged by fire at Roissy airport this year. Even without this gain, however, operating earnings advanced strongly to

around FF 300m. Sales are expected to rise by about 8 per cent this year to more than FF 650m.

Despite the economic problems and the intense competition in its main markets, the private airline's earnings increase reflects a series of measures implemented by Mr Lapraire to maintain his company's competitiveness. It has modernised its fleet and reduced its debt by half in three years from FF 1.5bn in 1984 to FF 700m next year.

The company has also introduced a successful business class called Galaxy on its extensive African services. Mr Lapraire plans to introduce new fares incentives next year and to fit television screens in his long-haul carriers.

The television project will also tie up with France's fifth television channel being started next February by Mr Jerome Seydoux, chairman of Chargeurs, and Mr Silvio Berlusconi, the Italian television entrepreneur. Mr Lapraire said he intended his aircraft to screen productions from the private channel.

He has already negotiated an agreement for this new in-flight entertainment with a French national television network.

Thyssen warns of reversal linked to US trade policies

By PETER BRUCE IN DUISBURG

EUROPE'S largest private-sector steelmaker, Thyssen Stahl, has warned it may suffer a reversal in turnover and profits this year as Washington's protectionist measures squeeze its export sales of semi-finished products and the weakening dollar forces Third World producers to turn away from the US and concentrate on European markets.

Thyssen Stahl announced net profits for the year ended September 30 this year had risen from DM 93m (\$12.2m) to DM 363m. The group said that in the first 2½ months of the new financial year production and deliveries had fallen 3 per cent, with turnover down 5 per cent on the same period last year. The group remained "optimistic," however.

Sales of semi-finished steel to the US, where customers are mostly steelmakers unable to produce enough of the quality demanded by the motor industry, played a major role in bringing Thyssen Stahl back into profit in 1983-84. New quotas agreed between the European Commission and Washington mean, however, that Thyssen would be lucky to sell 150,000 tonnes of semi to the US this year, according to Dr. Heinz Kriewet, the group's chair-

man. Thyssen earned around \$64m last year on sales of 300,000 tonnes of semi's in the US. Total sales of semi's in the US for 1983-84 were 450,000 tonnes.

Mr Werner Hartung, an executive board member, said that while the falling dollar would damage export sales, export volumes would also be hit. Third World producers, including Brazil and South Korea, would turn to other markets when confronted by protectionist measures and tougher competition in the US.

Logistics problems in Chinese ports also meant that Japanese producers were having to unload their output elsewhere, he said.

Mr Hartung added that West German steel consumption would probably not move from last year's level, despite an expected recovery in the domestic economy, but warned that local producers would probably lose some market share to importers. Imports from other European Community and third country producers currently have a 39 per cent share of the West German steel market.

He added that price increases on a wide range of products planned throughout the EEC from January 1 might be difficult to implement.

Dr Kriewet nevertheless pronounced himself "completely satis-

fied" with the 1984-85 result. Raw steel production had risen 5 per cent to 11.1m tonnes, and consolidated turnover rose 13 per cent to DM 10.4bn. Although the group still has debts of DM 1.5bn, mostly long-term, it is combining 1983-84 and 1984-85 net profits to make over DM 225m to Thyssen AG, the parent, as dividend, placing DM 194m in reserves and carrying DM 21m into this year's accounts.

• The West German Government has given the Saarland state government permission to exercise its option to buy 76 per cent share of the struggling Saarland steelmaker, Arbed Saarstahl. The stake will probably be placed with the state-owned Saarlandische Investitions-Kreditbank (SIKB). The authorities then want a nearby works, French-owned Dillinger, to take over the management of Saarstahl.

Bonn itself is not keen to become involved in assisting with Saarstahl's debt. It is understood to have encouraged other German steel producers to take stakes in Saarstahl but so far without much success. Neither Saarstahl's creditor banks nor the European Commission have yet agreed to any debt relief measures that would follow the Saarland purchase of Saarstahl.

Alfred Massa plans float for next year

By Our Financial Staff

ALFRED MASSA, the West German retailer with sales of about DM 3bn (\$1.2bn), plans to go public in spring next year. The company, which runs a chain of hypermarkets and which in recent years has diversified into non-food lines such as cars and insurance, is to float DM 25m of new capital.

The family-owned chain will change its corporate status at the start of 1986 by converting into an "AG" under German corporate law, or a company limited by shares. The flotation in the form of non-voting preference shares will be led by Deutsche Bank and probably go ahead next April or May.

The new shares will be listed in Frankfurt and Düsseldorf. Massa's DM 127m of existing capital with full voting rights will remain in family hands.

EUROBONDS

Eurodollar yields discourage borrowers

By MAGGIE URRY IN LONDON

THE EURODOLLAR bond market is now virtually closed to new issues and no deals were launched yesterday. Yields in this market are so far out of line with the New York bond market that issuers are not tempted, while investors are keeping quiet before Christmas.

Some traders noted demand in the secondary market for dollar paper from continental European investors, although it was patchy. Prices were firmer by 1/4 or 1/4 point. A deal was launched for Union Bank of Finland in the D-Mark floating-rate note sector, but met a poor reception because of an excess of similar paper and investor resistance to the maximum coupon put

Cadbury to sell hygiene division

By Charles Batchelor in London

CADBURY SCHWEPPES, the UK confectionery and drinks group, yesterday acknowledged defeat in its 12-year effort to develop a health and hygiene division with the announcement of plans to sell the businesses to their management for £16m (\$27.2m).

Cadbury has also introduced a successful business class called Galaxy on its extensive African services. Mr Lapraire plans to introduce new fares incentives next year and to fit television screens in his long-haul carriers.

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Westdeutsche Landesbank
November, 1985

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October, 1985

INTL. COMPANIES & FINANCE

Malaysian brokers forgo credit line

BY WONG SULONG IN KUALA LUMPUR

A STANDBY credit line agreed by major Malaysian banks two weeks ago to help local stockbrokers in financial trouble because of the Pan-Electric crisis in Singapore, has been reduced to 50m ringgit (\$20.8m) from the original 150m ringgit, and may not be taken up at all, according to bankers.

The credit line was agreed by six Malaysian banks following a \$3180m (US\$84.8m) lifeboat loan extended by Singapore banks to the island republic's brokers.

A Malaysian banker said yesterday it now appeared that Malaysian stockbrokers were not as badly affected by the Pan-Electric crisis as was originally feared.

He pointed out that liquidity problems among brokers had eased considerably following the stock market recovery during the past week and the directive by Bank Negara, the central bank, that banks should not demand new margins from

shares, or 30 per cent of its enlarged capital, as part of a privatisation programme. Trading had been postponed for a week because of market uncertainty following the Pan-Electric crisis. The airline had forecast pre-tax profits of 100m ringgit (US\$24.8m) for the year to March 1986. It earned 76.4m ringgit for the first half, and Datuk Arifiz Rahman, its managing director, said there was a good chance that results for the full year could equal the record 127.1m ringgit achieved in 1984-85.

Shares of Malaysian Airline System (MAS) were given a buoyant reception when they were traded for the first time on the Kuala Lumpur stock exchange yesterday, closing at 2.45 ringgit for a 65-cent gain over the public offer price, writes Wong Sulong in Kuala Lumpur.

It was the most active stock in an otherwise quiet market, with 2.43m shares traded. The price fluctuated widely, with the highest at 3.50 ringgit and the lowest at 1.95 ringgit. MAS recently made a public offer of 105m

shares, or 30 per cent of its enlarged capital, as part of a privatisation programme.

During his two years tenure, Mr Razak came under strong criticism from stockbrokers for an erosion of the autonomy of the KLSE, arising from widespread government power over the exchange, including the admission of new members, and the decision to allow merchant banks and foreign brokers to take majority stakes in local broking firms.

Mr Nik Mohamed Din was a lawyer before he became a partner in Osk & Partners, the securities firm. He is also a director of MEF Holdings, the actively traded finance and property group. Recently, he was involved with his former law partner, Mr Mah King Hock, in acquiring a majority stake of Duta Development, a listing plantation subsidiary of Kupala Lumpur Kepong.

Kuala Lumpur Stock Exchange (KLSE) will inform the banks that the credit line is no longer needed and individual broking firms will make their own arrangements with the banks if they face liquidity problems.

Meanwhile, the KLSE has elected Mr Nik Mohamed Din



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- Next interest payment date: June 18, 1986

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Notice is hereby given pursuant to the Terms and Conditions of the Notes that for the six months from 17th December, 1985 to 17th June, 1986 the Notes will carry an interest rate of 8 1/4% per annum. On 17th June, 1986 interest of US\$208.54 will be due per U.S.\$5,000 Note for Coupon No. 5.

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The Convertible Floating Rate Notes Due 1995 (the "Dollar Notes") are convertible at the option of the holder into Floating Rate Notes Due 1995 denominated in ECU (European Currency Units) (the "ECU Notes"), on any Interest Payment Date falling in or before December 1987, at the conversion rate of \$0.85265 per ECU.

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UK COMPANY NEWS

Giordano retains leading pay position

By Martin Dickson

MR RICHARD GIORDANO, the American chairman of BOC, has retained his position as Britain's largest industrial gas firm, earning £583,100 in 1984-85, up 211,500 increase on the previous year, the company's annual report showed yesterday.

Lord Henson, chairman of Hanson Trust, received a 70 per cent pay rise, from £177,000 to £301,000, in 1984-85, according to his company's annual report, which was also published yesterday.

Four other directors of BOC, all either American or working in the US, earned between £230,000 and £290,000, up from £125,000, £205,000, £145,000 and £103,000, partially offset by a 22.2m transfer of analysts' forecasts of £12.2m.

The accounts also disclose an extraordinary debit of £2.6m, as a proviso to reduce UK listed industrial gas market values, attributed to be the Group's holding in Westland, the ailing helicopter manufacturer.

Along with extraordinary debits of £5.6m as a further cost relating to the move to the Ni-Tec plant in Dallas, Texas, the 22.2m in extraordinary payments below the line, less a 3.3 per cent in 1984-85, it rose by 14.4 per cent in sterling terms as of the movement in the dollar.

With a large proportion of its business in the US, BOC's policy is to pay salaries competitive with those which its executives could earn if employed in similar roles by US companies.

Hanson Trust said Lord Henson's pay was based on performance and responsibility related, and was determined after an analysis by outside consultants of comparable salaries elsewhere. In the year to September, Hanson Trust's pre-tax profits rose by 49 per cent to £200.5m.

Hanson Trust yesterday appointed J. Henry Schroder Wag to advise it on its record £1.5bn takeover bid for Imperial Group, in addition to N. M. Rothschild, its usual financial adviser.

Hanson said it had decided in call on additional resources because of the size of the bid. Rothschild agreed with the move. Schroder advised Hanson during its successful bid for UDS, the stores group, when Rothschild was already advising one of the other parties involved.

Profit decline prompts Utd. Scientific shake-up

United Scientific Holdings, the defence contractor, has made substantial boardroom and organisational changes following its second successive year of declining profits.

The announcement of the shake-up — which sees the appointment of three new directors and the group's activities split into three new divisions — came with the publication yesterday of the results for the year to September 30. These show a pre-tax profit of £10.1m. This is nearly £2m short of last year's £12.07m, and well short of analysts' forecasts of £12.2m.

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Peel's £17m rights for expansion

Peel Holdings, the edge-of-town supermarket and retail park property specialist, is calling on shareholders for £17m to help fund the next phase of its development programme.

The £30p a share rights issue is the second of three and follows a string of money-raising exercises in the property sector, most of them via the issue of mortgage debenture stock.

Isle of Man based Largs and its wholly-owned subsidiaries hold 50.2 per cent of the ordinary share capital in Peel, as well as a 27.5p a share entitlement to rights for their rights entitlements. N. M. Rothschild & Sons

provide the necessary framework to secure a strong basis for future growth and profitability.

Mr Derek Cannons has joined the board as a divisional managing director to oversee the vehicles and systems division, and also the American electro-optics division.

Mr William Fraser will join the board as managing director in charge of the European electro-optics division, and will also become group technical director. The new appointment is that of Mr Nicholas Prest, who will become group marketing director and managing director of United Scientific Instruments.

It was also announced yesterday that Mr Anthony Quayle was to resign as group development director "by mutual agreement". Mr Quayle was previously managing director of Alvia, USH's armoured vehicles subsidiary.

Outside the US, all group companies operated profitably, but the American companies encountered a severe and unexpected downturn.

Group turnover in the year ended from £120.01m to £116.01m. Sir Frank says that the current order book is the highest in the company's history, in excess of £200m.

The final dividend is held at 3.5p, net for a total of 5.7p, up 0.2p on last year.

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has underwritten the balance of the issue.

Peel, one of the few quoted property companies whose share price currently stand at a premium to assets, announced pre-tax profits for the six months to September 30 1985 of £2.4m compared with £1.2m in the corresponding period of the previous year. Turnover rose from £23.2m to £25.3m, and earnings from £1.2m to £1.5m.

Mr Frank Cooper, in his first annual statement as chairman, says the board changes were "designed to reflect the management needs of the group and

number of properties for £4.62m cash.

Largs and Fourth Investments are well placed to benefit from Mr John Whittaker, chairman of Peel. The portfolio comprises eight industrial properties currently yielding an annual rental income of £98,640 a year, together with a 50-acre working farm and two farms held for development.

The company increased turnover by 18 per cent in the year to November 30, 1984 to £197.7m and profits before tax rose by 25 per cent to £11.4m. In August, interim pre-tax profits for the six months were up 45 per cent to £6m.

Bemrose offshoot sold to Low and Bonar

By Mark Meredith, Scottish Correspondent

Low and Bonar, the Dundee-based packaging, textiles and electronics group yesterday announced an agreed £28.85m takeover of the packaging operations of the Bemrose Corporation of Derby.

The sale comes on top of Low and Bonar's contested £7.5m offer for the Cols Group, another packaging and electronics company in Purley, Surrey.

Low and Bonar will take over

the flexible packaging, engraving and carton manufacturing operations of Bemrose.

Bemrose will continue its core activities of security printing, advertising and retail products.

The flexible packaging and

engraving operations are based in Derby and supply the food, grocery, drink, food and health care markets. The carton operations are in Manchester and Leeds.

These Bemrose operations produced a turnover of £25.1m for the year ended December 31 1984, up 10 per cent on 1983.

Mr Roland James, chief executive, said Bemrose had suffered from capital and resources Low and Bonar would commit to them.

Low and Bonar are to buy further capacity in the three specialisations of packing and printing, flexible and non-woven textiles and electronics which emerged last year with a restructuring of the company under Mr Jarvis.

The company has a considerable cash float after disposing of its foundry, traditional textile and other manufacturing interests which did not fit into its development plans. It does not fit into its development plans. It does not plan extensive borrowing to finance its purchase.

The company increased turnover by 18 per cent in the year to November 30, 1984 to £197.7m and profits before tax rose by 25 per cent to £11.4m. In August, interim pre-tax profits for the six months were up 45 per cent to £6m.

Deep discount on Goal's £11m call

Morgan Grenfell, a UK oil exploration company, has called on its shareholders for £10.7m through a deeply discounted rights issue.

The issue, on a one-for-one basis at 32p per share, compared with the previous closing price of 62p, has been underwritten by Hill Samuel. The existing shares at £10.7m per share, closing at 48p.

Mr David Boyd, the managing director of Goal, said yesterday:

"It takes some unusual circumstances to make an oil exploration company launch a rights issue. It appears that it would not issue a warranty of creditworthiness to its banks for a further loan instalment unless it came up with some cash on the nail. It looks equally odd to underwrite a rights issue at near 50 per cent discount to the existing price, but only thus could Goal guarantee the money.

The company has drawn down £15m of its £50m credit facilities, and the rights issue will give the company sufficient creditworthiness to draw a further £5m.

Goal will be able to draw on the remaining £30m only when Dorkin local authorities give full planning consent for the development of the Wyke Farm oil field, in which Goal has a 50 per cent interest.

The rights issue appears designed to give Goal a breathing space before the rest of the loan is triggered.

The market appeared surprised at the timing of the issue, coming only a week after a meeting of Opec caused havoc on the world oil markets.

Acquisitions help Halma to 43% profit rise

ANOTHER GOOD set of results are reported by Halma for the year to September 8 1985 which it attributes to significant increases in growth and profit from three divisions, odd from acquisitions completed during the period.

Pre-tax profits of the group, which makes safety systems, environmental control equipment, security equipment and specialised engineering equipment, were lifted 42.5 per cent from £1.80m to £2.74m, or up 40.6 per cent.

The group's 43 per cent profit as a percentage of turnover increased by 1.7 percentage point, increasing margins and a rise in sales, which were already high, end the shares put on 8p to close at 22.5p. The growth has again come both organically and through acquisition: some £1.75m of the £3m increase in turnover came from the three acquisitions made in the last half year alone. Among the existing companies, it is the UK ones which have made the strongest contribution, with the US companies producing some 10 per cent of turnover but a rather smaller percentage of profits. However, according to a Bet, the substantial loss-making in 1984, is now breaking even and if contracts with several major US concerns come to fruition, could turn into a substantial contributor. With some 45.4m in sight for the full year, the shares stand on an impressive p/e ratio of 29.25, after a 35 per cent tax charge. The group remains cash rich even after spending £1.1m on acquisitions this year and the ratio, though high, looks justified by the prospect of further rapid gains.

Comment

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SGB forecasts 40% earnings rise

SGB, the scaffolding company which is fighting off a £15m takeover bid from BET, the construction, transport and publishing group, yesterday forecast a rise of at least 40 per cent in earnings for 1986.

For this year, SGB forecast a rise of at least 33 per cent to £18m in pre-tax profits for the year ending September 30, 1986. It has now calculated the effect of a fall in its tax charge from 42 to 39 per cent this year, and a further 2.5 per cent in 1987, to £18.5m.

The company increased turnover by 18 per cent in the year to November 30, 1984 to £197.7m and profits before tax rose by 25 per cent to £11.4m. In August, interim pre-tax profits for the six months were up 45 per cent to £6m.

In a letter to shareholders,

the SGB board also revealed that the company paid £1.1m cash for Harrison Hire, a company operating a chain of hire shops in the north-west of England.

BET has extended its three-year offer until Friday. At yesterday's BET share price of 36p, the bid is worth 270p for each SGB share. SGB's shares were unchanged at 258p yesterday.

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COMMODITIES AND AGRICULTURE

Brazilian drought fears lift coffee price

By Ann Charters in São Paulo

THIS YEAR'S Brazilian drought is likely to cut 1986-87 production of coffee in São Paulo State, which accounts for some 30 per cent of the country's crop, by about 5m bags (60 kilos each), according to an official at the state's Institute of Agricultural Economics.

Dr Antônio Alvarado said an official estimate being prepared for release at the end of this week was expected to put the São Paulo crop at between 8m and 8.2m bags down from 8.2m for 1985-86.

He was commenting on reports circulating in world markets that São Paulo officials were estimating the state crop at only 2m bags. These reports prompted a sharp rise in prices which took the March position on the London futures market to £2.324 a tonne, up £17.65 on the day.

Recent market estimates have put the total 1985-87 Brazilian coffee crop at 18.3m and 15.5m bags down from about 30m in 1985-86. The Brazilian Coffee Institute is due to issue a full forecast later this week.

THAILAND was expected today to offer the formal sale at 21 cents a kilo, setting its own reference price for the first time since tin trading was suspended on the London Metal Exchange and the Kuala Lumpur Tin Market, writes Boonsong K'Thana in Bangkok.

Sivawong Changkasirikul, director general of the Department of Mineral Resources, said that the price is based on current trading prices in the region. It is the equivalent of about 16.000 a tonne.

LONDON METAL EXCHANGE WAREHOUSE STOCKS
(Changes during week ending last Friday) (tonnes)

Aluminium	-550 to 230,300
Copper	-275 to 182,750
Lead	+575 to 54,620
Nickel	+246 to 5,160
Tin	+185 to 54,520
Zinc	+2,075 to 30,800
Silver	-14,000 to 51,154,000

● TEA offerings at yesterday's weekly London auction met more general demand, according to the Tea Brokers Association of London. Tea prices were little changed. Quality and medium grades averaged 175p and 125p a kilo respectively, both unchanged from last week's sale. Low medium grade averaged 95p a kilo, up 3p. There were 35,010 packages on offer including 3,600 in the offshore section.

● FISHERIES Ministers of the EEC yesterday began their annual talks on the size of quota and prices for the coming year with expert scientific advice proposing large cutbacks to protect certain key species, reports Reuter from Brussels.

Expert evidence shows that stocks of mackerel and cod, particularly in the North Sea, have been endangered by overfishing. Fishermen have increased stocks of mackerel as other stocks, such as pilchards, have become closer to them under the quota system.

But, although at least 60 per cent of the total of EEC quotas are likely to remain unchanged, the talks are expected to be long and difficult, possibly lasting three days, diplomats said.

Africa still facing food crisis, UN body warns

By OUR COMMODITIES STAFF

GOOD HARVESTS in many African countries this year should not be allowed to divert attention from the need to assure long term food security on the continent, Mr Edouard Saouma, director-general of the UN Food and Agriculture Organisation, warned yesterday.

In a statement issued in Nairobi, Kenya, Mr Saouma said Africa was facing a critical transition period. Following the first report, last January, said more than 70m people in 21 African countries were faced with starvation. But yesterday's emergency list contained only six countries—Angola, Botswana, Cape Verde, Ethiopia, Mozambique and Sudan.

"Obviously food production is stressed, livestock herds replenished and reserves built up, a continent that was able to feed itself two decades ago risked becoming irreversibly dependent on outside food aid."

Another famine could easily arise from the persistence of widespread malnutrition in Africa," the FAO chief warned.

"All that it would take is another drought and it would be foolish not to expect another

thousands of people displaced by the long drought and because harvests were sparse in some areas as a result of late planting and seed shortages. The problems of Angola and Mozambique were due more to the civil wars which have disrupted food production and distribution than to drought. Cape Verde and Botswana are still recovering from drought.

The report shows Zimbabwe as the main bright spot with a 1985 cereal crop of 15.5m tonnes, expected of which some 1.2m tonnes should be available for export. Smaller surpluses are also expected in Kenya and Malawi.

The FAO is undertaking an in-depth study of Africa's food and agriculture problems which will be examined next month in a consultation with independent African experts. The study, which Mr Saouma said will "put forward concrete measures to intensify food production, particularly through the wider use of modern inputs," will be presented to the African Regional Conference next September.

Jamaican bauxite output down

By CANUTE JAMES IN KINGSTON

JAMAICA's bauxite output for the first three-quarters of 1985 totalled 4.715m tonnes, 33 per cent below output for the corresponding period of 1984, according to the Jamaica Bauxite Institute, a state agency which monitors the industry.

The institute reported that output of alumina during the nine-month period this year was 415,077 tonnes, a fall of 3.7 per cent on the previous quarter, and 9.1 per cent less than the corresponding period of 1984.

Refinery output between July and September, 1985, was 415,077 tonnes, 3.4 per cent below production between January and September of 1984.

The institute is forecasting total bauxite output for 1985 at 5.1m tonnes. Actual output in 1984 was 6.734m tonnes.

This year's performance by the closure of mines in June, the

third largest after Australia and Papua New Guinea, has also been affected by the closure of two refineries.

The Aluminium Company of America (Alcoa) closed its 800,000 tonnes per year plant in central Jamaica in February, saying the market was weak. The facility was reopened in July after it was leased by Clarendon Alumina Products, a state company, which gave Alcoa a management contract to run the plant.

The island's largest refinery, Alumina Partners of Jamaica, was closed in August by its owners, Reynolds Metals and Kaiser Aluminum.

The institute's forecast for 1986 is 5.2m tonnes.

The institute reported that output reflected the ending of contracted supplies of ore to the US Government for its strategic mineral stockpile, and

the closure of mines in June, the

Malaysia expects palm oil market to remain firm

BY WONG SULONG IN KUALA LUMPUR

MALAYSIA EXPECTS crude palm oil prices to remain firm in the coming months now that the peak production period is over, Datuk Paul Leong, the Minister of Primary Industries, said yesterday.

Other reasons for the firmer price trend include extensive floods during the current monsoon season, which have reduced harvesting, an anticipated lower soybean crop from Brazil due to drought and speculation (now confirmed) in the US that the new Farm Bill would freeze loans to soybean farmers at current levels for 1986 and 1987.

Crude palm oil (CPO) prices on the Kuala Lumpur Commodity Exchange have risen from a low of 661 ringgit (5275 per tonne) in October to the current 854 ringgit.

The Malaysian Treasury has projected an average price of 1,000 ringgit per tonne for CPO for 1986.

A French lesson in self-defence

Farmer's viewpoint:
By John Cherrington

They believe that most private traders are out to exploit them and they are quick to spot any action on the part of a trader which could conceivably harm them. They think the worst first and seldom change their minds.

It was obviously no good persuading private traders, who were in any case thin on the ground. So a co-operative in Brittany was contacted and immediately became interested.

Brittany is the main producer of both pigs and poultry and is extremely well organised co-operatively. They needed the pigs and several farmers' groups came to my son's farm and liked what they saw.

While this softening up process was going on, however, he had to overcome considerable bureaucratic obstacles.

British Ministry of Agriculture vets, who had to monitor the pigs' well-being were fearful of an outcry from the animal protection lobby such as which attended calf exports some years before. They were treadng new ground for no one had tried to export such small pigs previously. Then the French farmers' organisations had to be

persuaded that this was not an attempt to put them out of business but simply to fill a gap in their supply of young pigs.

Before the first load was dispatched the importing co-operative had to make sure that the shipment would not be interfered with as it went through Normandy towards its destination. As a precaution the pigs were transferred in the Cherbourg dock area to a French livestock lorry, just in case the vigilantes had not been informed.

This first shipment was a success and was followed by a second directly to St Malo, it looked as though our efforts were going to be rewarded. We had met a lot of nice people, and had developed quite a taste for Calvados.

Then the blow fell. Almost overnight the franc fell from about 10.20 to the pound to nearly 12. The 10 per cent fall in our returns caused this was more than the trade could bear and we have been out of the market ever since.

I do not suppose that this devaluation of the franc was engineered specifically to tor-

pedo our little business, but there is no doubt that it automatically increased the protection of French pig breeders, in much the same way as an import duty would have done.

If the world of agriculture had been a perfectly free market we might have used the relative strength of sterling to import supplies of something else from France. This was possible for a while. Fungicides and some weed killers were cheaper in France than in Britain, although both were made by the same multinational companies. We did not cotton onto this very quickly, but a number of farmers took advantage of it and combined a shopping spree for cheap chemicals.

But before this happy state of affairs could be enjoyed by all the vested interests involved in the market, it was interfered with as it went through Normandy towards its destination. As a precaution the pigs were transferred in the Cherbourg dock area to a French livestock lorry, just in case the vigilantes had not been informed.

There are some lessons to be learned from this simple tale. Firstly, that the instability of interest rates makes nonsense of any long term export or import strategy. And secondly, that market research should include an appreciation of the strength of the opposition, both legal and illegal—of possible competitors, a competitor in this instance can be defined as one who thinks his interests will be injured by your activities.

Perhaps most fundamental, however, was the effect of inviting Breton farmers to see how the pigs were being produced. Some of our techniques themselves and it is doubtful if this export opportunity will ever return. The moral being that customers should always be kept at a distance.

MEAT COMMISSION—Average fat stock prices at representative abattoirs, GB—Cattle 95.16p per kg (2.25); GB—Sheep 165.37p per kg (2.25); GB—Pigs 61.04p per kg (2.05).

LIVE/POOL—Spot, and shipment for the week ending December 13 totalled 965 tonnes against 1,025 tonnes in the previous week. Business took place in American, Pakistani, West African and Russian markets.

INDICES FINANCIAL TIMES

Dec 16/Dec 12/85 1985 Average

1985/86 100

(Rate: July 1 1982 = 100)

REUTERS

Dec 16/Dec 12/85 1985 Average

1985/86 100

(Rate: September 1 1981 = 100)

DOW JONES

Dec. Dow. Dec. Dec. Month Year

Years 13 12 Ago Ago

Spot 128.46 129.34 - 128.35

Fut 128.70 128.80 - 128.70

(Rate: December 31 1974 = 100)

Not available due to suspension of the Dow Jones

DI 100.00

100.00

100.00

100.00

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DAHCHI
EUROPE LIMITED
For
EQUITIES & BONDS

Durrant House, 8-13 Chiswell Street,
London, EC1Y 4TQ
Telephone: 01 588 4872
Telex: 883336/CHILD

BRITISH FUNDS

1985	High	Low	Stock	Price	Yield	Div.	Conv.	YTD
<i>Shares* (Lives up to Five Years)</i>								
101.1	99.1	97.1	11.74	11.71				
99.1	97.1	95.1	11.74	11.71				
97.1	95.1	93.1	10.9	10.18				
100.1	97.1	95.1	10.9	10.18				
97.1	95.1	93.1	10.9	10.18				
95.1	93.1	91.1	10.9	10.18				
93.1	91.1	89.1	10.9	10.18				
91.1	89.1	87.1	10.9	10.18				
90.1	88.1	86.1	10.9	10.18				
88.1	86.1	84.1	10.9	10.18				
86.1	84.1	82.1	10.9	10.18				
84.1	82.1	80.1	10.9	10.18				
82.1	80.1	78.1	10.9	10.18				
80.1	78.1	76.1	10.9	10.18				
78.1	76.1	74.1	10.9	10.18				
76.1	74.1	72.1	10.9	10.18				
74.1	72.1	70.1	10.9	10.18				
72.1	70.1	68.1	10.9	10.18				
70.1	68.1	66.1	10.9	10.18				
68.1	66.1	64.1	10.9	10.18				
66.1	64.1	62.1	10.9	10.18				
64.1	62.1	60.1	10.9	10.18				
60.1	58.1	56.1	10.9	10.18				
58.1	56.1	54.1	10.9	10.18				
56.1	54.1	52.1	10.9	10.18				
52.1	50.1	48.1	10.9	10.18				
48.1	46.1	44.1	10.9	10.18				
44.1	42.1	40.1	10.9	10.18				
40.1	38.1	36.1	10.9	10.18				
36.1	34.1	32.1	10.9	10.18				
32.1	30.1	28.1	10.9	10.18				
28.1	26.1	24.1	10.9	10.18				
24.1	22.1	20.1	10.9	10.18				
20.1	18.1	16.1	10.9	10.18				
16.1	14.1	12.1	10.9	10.18				
12.1	10.1	8.1	10.9	10.18				
8.1	6.1	4.1	10.9	10.18				
4.1	2.1	0.1	10.9	10.18				
0.1	0.1	0.1	10.9	10.18				
<i>Five to Fifteen Years</i>								
108.1	107.1	106.1	11.16	11.16				
106.1	105.1	104.1	11.16	11.16				
104.1	103.1	102.1	11.16	11.16				
102.1	101.1	100.1	11.16	11.16				
100.1	99.1	98.1	11.16	11.16				
98.1	97.1	96.1	11.16	11.16				
96.1	95.1	94.1	11.16	11.16				
94.1	93.1	92.1	11.16	11.16				
92.1	91.1	90.1	11.16	11.16				
90.1	89.1	88.1	11.16	11.16				
88.1	87.1	86.1	11.16	11.16				
86.1	85.1	84.1	11.16	11.16				
84.1	83.1	82.1	11.16	11.16				
82.1	81.1	80.1	11.16	11.16				
80.1	79.1	78.1	11.16	11.16				
78.1	77.1	76.1	11.16	11.16				
76.1	75.1	74.1	11.16	11.16				
74.1	73.1	72.1	11.16	11.16				
72.1	71.1	70.1	11.16	11.16				
70.1	69.1	68.1	11.16	11.16				
68.1	67.1	66.1	11.16	11.16				
66.1	65.1	64.1	11.16	11.16				
64.1	63.1	62.1	11.16	11.16				
62.1	61.1	60.1	11.16	11.16				
60.1	59.1	58.1	11.16	11.16				
58.1	57.1	56.1	11.16	11.16				
56.1	55.1	54.1	11.16	11.16				
54.1	53.1	52.1	11.16	11.16				
52.1	51.1	50.1	11.16	11.16				
50.1	49.1	48.1	11.16	11.16				
48.1	47.1	46.1	11.16	11.16				
46.1	45.1	44.1	11.16	11.16				
44.1	43.1	42.1	11.16	11.16				
42.1	41.1	40.1	11.16	11.16				
40.1	39.1	38.1	11.16	11.16				
38.1	37.1	36.1	11.16	11.16				
36.1	35.1	34.1	11.16	11.16				
34.1	33.1	32.1	11.16	11.16				
32.1	31.1	30.1	11.16	11.16				
30.1	29.1	28.1	11.16	11.16				
28.1	27.1	26.1	11.16	11.16				
26.1	25.1	24.1	11.16	11.16				
24.1	23.1	22.1	11.16	11.16				
22.1	21.1	20.1	11.16	11.16				
20.1	19.1	18.1	11.16	11.16				
18.1	17.1	16.1	11.16	11.16				
16.1	15.1	14.1	11.16	11.16				
14.1	13.1	12.1	11.16	11.16				
12.1	11.1	10.1	11.16	11.16				
10.1	9.1	8.1	11.16	11.16				
8.1	7.1	6.1	11.16	11.16				
6.1	5.1	4.1	11.16	11.16				
4.1	3.1	2.1	11.16	11.16				
2.1	1.1	0.1	11.16	11.16				
0.1	0.1	0.1	11.16	11.16				
<i>Over Fifteen Years</i>								
101.1	100.1	99.1	11.16	11.16				
99.1	98.1	97.1	11.16	11.16				
97.1	96.1	95.1	11.16	11.16				
95.1	94.1	93.1	11.16	11.16				
93.1	92.1	91.1	11.16	11.16				
91.1	90.1	89.1	11.16	11.16				
89.1	88.1	87.1	11.16	11.16				
87.1	86.1	85.1	11.16	11.16				
85.1	84.1	83.1	11.16	11.16				
83.1	82.1	81.1	11.16	11.16				
81.1	80.1							

Financial Times Tuesday December 17 1985

INDUSTRIALS

MINES—Continued

FINANCE, LAW

1925 | Stock | Price

¹ Figures based on prospects or other official estimates for 1997
² Figures assumed. Z Dividend total to date

REGIONAL & IRISH STOCKS			
among a selection of Provincial and Irish stocks, the latter being quoted in Irish currency			
20s	162	Fin. 13% 07/02	£1054
£1	390	Amort.	230
5s	46	CPI Holdings	604 +1
25s	700	Carroll Inds	153
1s	70	Dublin Gas	75
		H&I IR & H.I.	55
IRISH		Hibernia Holdings	24 +1/2
£1988	£100/-	Irish Pepper	45
84/85	£95/-	Uncare	131

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LONDON STOCK EXCHANGE

MARKET REPORT

Initial enthusiasm falters and equities close lower
Gilts also lose ground

RECENT ISSUES

Account Dealing Dates
Option
Dealers Last Account
Dealersions Dealers Day
Dec 9 Dec 19 Dec 20 Jan 6
Dec 10 Dec 21 Jan 10 Jan 10
Dec 11 Dec 22 Jan 24 Feb 3
** New issues dealings may take
place from 2.30 am two business days
earlier.

Investors showed little inclination to enter into fresh commitments yesterday in London stock markets. The outcome of a promising early trend in lending shares soon faded and the majority of blue chip industrials ended the session recording widespread losses. Government stocks also experienced a drop in trading conditions with sentiment not helped by pressures resulting from the authorities' announcement late on Friday of new funding totalling £800m.

The option to start a Christmas run-up in equity values was based on Wall Street, which showed another powerful performance on Friday. Interest rate hopes, including stronger convictions of an imminent cut in the Federal Reserve discount rate, inspired the sharp advance.

Publication of the latest advanced survey of UK business activity will have indicated that orders had fallen but not seriously enough to affect business confidence, was not really a factor.

Brokers soon completed early orders from private clients and waited for the indications to start the interest. Most fund managers, however, appeared reluctant to operate amid the current uncertainty over international oil prices, and consequently the exchange rate sterling maintained a quietly steady course yesterday, but oil traders were looking further ahead.

Fresh profit-taking later developed in the fashionables stores sector where British Home were the most susceptible stock. Oil shares too experienced some selling, although losses among the leaders rarely exceeded 5p or so, illustrating the encouraging early runs the FT-SE 100 share index was five points up before 10 am. After touching 1,386.5 it gradually declined to close the day a net 4.9 lower at 1,376.5.

Awailing the November Public Sector Borrowing Requirement, due to be announced today, the gilt-edged market went lower on disappointment with the Government's latest funding tactics. The same day, the latest quarterly new strike via four £150m tranches of existing issues had tended to surprise traders. Light offerings thus found buyers unwilling and selected high-coupons backtracked progressively to close with falls extending to 4. The shorts were more militant and showed only marginal losses.

Minet better

Lloyd's Broker Minet, which last week reported bumper third-quarter profits, advanced 11 to 233p largely on currency considerations.

FINANCIAL TIMES STOCK INDICES

	Dec. 15	Dec. 16	Dec. 18	Dec. 19	Dec. 20	Dec. 21	Dec. 22	Dec. 23	Dec. 24	Dec. 25	Dec. 26	Dec. 27	Dec. 28	Dec. 29	Dec. 30	Dec. 31	Dec. 1	Dec. 2	Dec. 3	Dec. 4	Dec. 5	Dec. 6	Dec. 7	Dec. 8	Dec. 9	Dec. 10	Dec. 11	Dec. 12	Dec. 13	Dec. 14	Dec. 15	Dec. 16	Dec. 17	Dec. 18	Dec. 19	Dec. 20	Dec. 21	Dec. 22	Dec. 23	Dec. 24	Dec. 25	Dec. 26	Dec. 27	Dec. 28	Dec. 29	Dec. 30	Dec. 31	Dec. 1	Dec. 2	Dec. 3	Dec. 4	Dec. 5	Dec. 6	Dec. 7	Dec. 8	Dec. 9	Dec. 10	Dec. 11	Dec. 12	Dec. 13	Dec. 14	Dec. 15	Dec. 16	Dec. 17	Dec. 18	Dec. 19	Dec. 20	Dec. 21	Dec. 22	Dec. 23	Dec. 24	Dec. 25	Dec. 26	Dec. 27	Dec. 28	Dec. 29	Dec. 30	Dec. 31	Dec. 1	Dec. 2	Dec. 3	Dec. 4	Dec. 5	Dec. 6	Dec. 7	Dec. 8	Dec. 9	Dec. 10	Dec. 11	Dec. 12	Dec. 13	Dec. 14	Dec. 15	Dec. 16	Dec. 17	Dec. 18	Dec. 19	Dec. 20	Dec. 21	Dec. 22	Dec. 23	Dec. 24	Dec. 25	Dec. 26	Dec. 27	Dec. 28	Dec. 29	Dec. 30	Dec. 31	Dec. 1	Dec. 2	Dec. 3	Dec. 4	Dec. 5	Dec. 6	Dec. 7	Dec. 8	Dec. 9	Dec. 10	Dec. 11	Dec. 12	Dec. 13	Dec. 14	Dec. 15	Dec. 16	Dec. 17	Dec. 18	Dec. 19	Dec. 20	Dec. 21	Dec. 22	Dec. 23	Dec. 24	Dec. 25	Dec. 26	Dec. 27	Dec. 28	Dec. 29	Dec. 30	Dec. 31	Dec. 1	Dec. 2	Dec. 3	Dec. 4	Dec. 5	Dec. 6	Dec. 7	Dec. 8	Dec. 9	Dec. 10	Dec. 11	Dec. 12	Dec. 13	Dec. 14	Dec. 15	Dec. 16	Dec. 17	Dec. 18	Dec. 19	Dec. 20	Dec. 21	Dec. 22	Dec. 23	Dec. 24	Dec. 25	Dec. 26	Dec. 27	Dec. 28	Dec. 29	Dec. 30	Dec. 31	Dec. 1	Dec. 2	Dec. 3	Dec. 4	Dec. 5	Dec. 6	Dec. 7	Dec. 8	Dec. 9	Dec. 10	Dec. 11	Dec. 12	Dec. 13	Dec. 14	Dec. 15	Dec. 16	Dec. 17	Dec. 18	Dec. 19	Dec. 20	Dec. 21	Dec. 22	Dec. 23	Dec. 24	Dec. 25	Dec. 26	Dec. 27	Dec. 28	Dec. 29	Dec. 30	Dec. 31	Dec. 1	Dec. 2	Dec. 3	Dec. 4	Dec. 5	Dec. 6	Dec. 7	Dec. 8	Dec. 9	Dec. 10	Dec. 11	Dec. 12	Dec. 13	Dec. 14	Dec. 15	Dec. 16	Dec. 17	Dec. 18	Dec. 19	Dec. 20	Dec. 21	Dec. 22	Dec. 23	Dec. 24	Dec. 25	Dec. 26	Dec. 27	Dec. 28	Dec. 29	Dec. 30	Dec. 31	Dec. 1	Dec. 2	Dec. 3	Dec. 4	Dec. 5	Dec. 6	Dec. 7	Dec. 8	Dec. 9	Dec. 10	Dec. 11	Dec. 12	Dec. 13	Dec. 14	Dec. 15	Dec. 16	Dec. 17	Dec. 18	Dec. 19	Dec. 20	Dec. 21	Dec. 22	Dec. 23	Dec. 24	Dec. 25	Dec. 26	Dec. 27	Dec. 28	Dec. 29	Dec. 30	Dec. 31	Dec. 1	Dec. 2	Dec. 3	Dec. 4	Dec. 5	Dec. 6	Dec. 7	Dec. 8	Dec. 9	Dec. 10	Dec. 11	Dec. 12	Dec. 13	Dec. 14	Dec. 15	Dec. 16	Dec. 17	Dec. 18	Dec. 19	Dec. 20	Dec. 21	Dec. 22	Dec. 23	Dec. 24	Dec. 25	Dec. 26	Dec. 27	Dec. 28	Dec. 29	Dec. 30	Dec. 31	Dec. 1	Dec. 2	Dec. 3	Dec. 4	Dec. 5	Dec. 6	Dec. 7	Dec. 8	Dec. 9	Dec. 10	Dec. 11	Dec. 12	Dec. 13	Dec. 14	Dec. 15	Dec. 16	Dec. 17	Dec. 18	Dec. 19	Dec. 20	Dec. 21	Dec. 22	Dec. 23	Dec. 24	Dec. 25	Dec. 26	Dec. 27	Dec. 28	Dec. 29	Dec. 30	Dec. 31	Dec. 1	Dec. 2	Dec. 3	Dec. 4	Dec. 5	Dec. 6	Dec. 7	Dec. 8	Dec. 9	Dec. 10	Dec. 11	Dec. 12	Dec. 13	Dec. 14	Dec. 15	Dec. 16	Dec. 17	Dec. 18	Dec. 19	Dec. 20	Dec. 21	Dec. 22	Dec. 23	Dec. 24	Dec. 25	Dec. 26	Dec. 27	Dec. 28	Dec. 29	Dec. 30	Dec. 31	Dec. 1	Dec. 2	Dec. 3	Dec. 4	Dec. 5	Dec. 6	Dec. 7	Dec. 8	Dec. 9	Dec. 10	Dec. 11	Dec. 12	Dec. 13	Dec. 14	Dec. 15	Dec. 16	Dec. 17	Dec. 18	Dec. 19	Dec. 20	Dec. 21	Dec. 22	Dec. 23	Dec. 24	Dec. 25	Dec. 26	Dec. 27	Dec. 28	Dec. 29	Dec. 30	Dec. 31	Dec. 1	Dec. 2	Dec. 3	Dec. 4	Dec. 5	Dec. 6	Dec. 7	Dec. 8	Dec. 9	Dec. 10	Dec. 11	Dec. 12	Dec. 13	Dec. 14	Dec. 15	Dec. 16	Dec. 17	Dec. 18	Dec. 19	Dec. 20	Dec. 21	Dec. 22	Dec. 23	Dec. 24	Dec. 25	Dec. 26	Dec. 27	Dec. 28	Dec. 29	Dec. 30	Dec. 31	Dec. 1	Dec. 2	Dec. 3	Dec. 4	Dec. 5	Dec. 6	Dec. 7	Dec. 8	Dec. 9	Dec. 10	Dec. 11	Dec. 12	Dec. 13	Dec. 14	Dec. 15	Dec. 16	Dec. 17	Dec. 18	Dec. 19	Dec. 20	Dec. 21	Dec. 22	Dec. 23	Dec. 24	Dec. 25	Dec. 26	Dec. 27	Dec. 28	Dec. 29	Dec. 30	Dec. 31	Dec. 1	Dec. 2	Dec. 3	Dec. 4	Dec. 5	Dec. 6	Dec. 7	Dec. 8	Dec. 9	Dec. 10	Dec. 11	Dec. 12	Dec. 13	Dec. 14	Dec. 15	Dec. 16	Dec. 17	Dec. 18	Dec. 19	Dec. 20	Dec. 21	Dec. 22	Dec. 23	Dec. 24	Dec. 25	Dec. 26	Dec. 27	Dec. 28	Dec. 29	Dec. 30	Dec. 31	Dec. 1	Dec. 2	Dec. 3	Dec. 4	Dec. 5	Dec. 6	Dec. 7	Dec. 8	Dec. 9	Dec. 10	Dec. 11	Dec. 12	Dec. 13	Dec. 14	Dec. 15	Dec. 16	Dec. 17	Dec. 18	Dec. 19	Dec. 20	Dec. 21	Dec. 22	Dec. 23	Dec. 24	Dec. 25	Dec. 26	Dec. 27	Dec. 28	Dec. 29	Dec. 30	Dec. 31	Dec. 1	Dec. 2	Dec. 3	Dec. 4	Dec. 5	Dec. 6	Dec. 7	Dec. 8	Dec. 9	Dec. 10	Dec. 11	Dec. 12	Dec. 13	Dec. 14	Dec. 15	Dec. 16	Dec. 17	Dec. 18	Dec. 19	Dec. 20	Dec. 21	Dec. 22	Dec. 23	Dec. 24	Dec. 25	Dec. 26	Dec. 27	Dec. 28	Dec. 29	Dec. 30	Dec. 31	Dec. 1	Dec. 2	Dec. 3	Dec. 4	Dec. 5	Dec. 6	Dec. 7	Dec. 8	Dec. 9	Dec. 10	Dec. 11	Dec. 12	Dec. 13	Dec. 14	Dec. 15	Dec. 16	Dec. 17	Dec. 18	Dec. 19	Dec. 20	Dec. 21	Dec. 22	Dec. 23	Dec. 24	Dec. 25	Dec. 26	Dec. 27	Dec. 28	Dec. 29	Dec. 30	Dec. 31	Dec. 1	Dec. 2	Dec. 3	Dec. 4	Dec. 5	Dec. 6	Dec. 7	Dec. 8	Dec. 9	Dec. 10	Dec. 11	Dec. 12	Dec. 13	Dec. 14	Dec. 15	Dec. 16	Dec. 17	Dec. 18	Dec. 19	Dec. 20	Dec. 21	Dec. 22	Dec. 23	Dec. 24	Dec. 25	Dec. 26	Dec. 27	Dec. 28	Dec. 29	Dec. 30	Dec. 31	Dec. 1	Dec. 2	Dec. 3	Dec. 4	Dec. 5	Dec. 6	Dec. 7	Dec. 8	Dec. 9	Dec. 10	Dec. 11	Dec. 12	Dec. 13	Dec. 14	Dec. 15	Dec. 16	Dec. 17	Dec. 18	Dec. 19	Dec. 20	Dec. 21	Dec. 22	Dec. 23	Dec. 24	Dec. 25	Dec. 26	Dec. 27	Dec. 28	Dec. 29	Dec. 30	Dec. 31	Dec. 1	Dec. 2	Dec. 3	Dec. 4	Dec. 5	Dec. 6	Dec. 7	Dec. 8	Dec. 9	Dec. 10	Dec. 11	Dec. 12	Dec. 13	Dec. 14	Dec. 15	Dec. 16	Dec. 17	Dec. 18	Dec. 19	Dec. 20	Dec. 21	Dec. 22	Dec. 23	Dec. 24	Dec. 25	Dec. 26	Dec. 27	Dec. 28	Dec. 29	Dec. 30	Dec. 31	Dec. 1	Dec. 2	Dec. 3	Dec. 4	Dec. 5	Dec. 6	Dec. 7	Dec. 8	Dec. 9	Dec. 10	Dec. 11	Dec. 12	Dec. 13	Dec. 14	Dec. 15	Dec. 16	Dec. 17	Dec. 18	Dec. 19	Dec. 20	

NEW YORK STOCK EXCHANGE COMPOSITE PRICES

WE REGRET that this listing is incomplete due to computer problems.

Kidder, Peabody International Limited

International Investment Bankers

An affiliate of

Kidder, Peabody & Co.

Incorporated

Founded 1860

1	89	11	1859	261	259	55	43
0	69		2619	2	31	9	12
1.50	49		809	32	261	174	41

NYSE COMPOSITE PRICES

12 Month P/Ss
High Low Stock Div. Yld. E 100s H

12 Month	High	Low	Stock	Div.	Yld.	E	100s	High	Low	Class	Prev.	Chg	12 Month	High	Low	Stock	Div.	Yld.	E	100s	High	Low	Class	Prev.	Chg			
Continued from Page 36																												
10 ²	51 ²	OmniCare	363	74 ²	72 ²	72 ²	-	51 ²	51 ²	12 Month	131	123 ⁴	Reyn	p12.98	16	102	130 ²											
17 ²	12 ²	OmniData	80	46 ²	39	129 ²	175	17 ²	17 ²	Stock	411 ⁴	304 ²	Reym	p4.80	5	27	467	37 ²	36	374 ²								
33 ²	26 ²	ONEXCOM ²	56	82 ²	11	195 ²	311 ²	304 ²	314 ²	Div.	411 ⁴	304 ²	Reym	p4.80	5	27	467	37 ²	36	374 ²								
29 ²	23 ²	OnPoint/24	14	7.8	10	167 ²	276 ²	276 ²	276 ²	Yld.	411 ⁴	304 ²	Reym	p4.80	5	27	467	37 ²	36	374 ²								
12 ²	71 ²	Orange	71	23	23	149 ²	56 ²	56 ²	56 ²	E	411 ⁴	304 ²	Reym	p4.80	5	27	467	37 ²	36	374 ²								
33 ²	20 ²	Orion/C	76	24	163	215 ²	31	31	31 ²	100s	411 ⁴	304 ²	Reym	p4.80	5	27	467	37 ²	36	374 ²								
26 ²	23 ²	Orion/Cp11	12	7.4	26	26 ²	26 ²	26 ²	26 ²	High	411 ⁴	304 ²	Reym	p4.80	5	27	467	37 ²	36	374 ²								
12 ²	81 ²	Orion/P	81	26	26	26 ²	26 ²	26 ²	26 ²	Low	411 ⁴	304 ²	Reym	p4.80	5	27	467	37 ²	36	374 ²								
61 ²	62 ²	Orion/P	50	8.9	8	4	73 ²	71 ²	71 ²	71 ²	Div.	411 ⁴	304 ²	Reym	p4.80	5	27	467	37 ²	36	374 ²							
33 ²	24 ²	Orion/P27	10	23	16	305 ²	271 ²	266 ²	274 ²	274 ²	Yld.	411 ⁴	304 ²	Reym	p4.80	5	27	467	37 ²	36	374 ²							
13 ²	15 ²	Outbound	64	23	16	305 ²	271 ²	266 ²	274 ²	274 ²	100s	411 ⁴	304 ²	Reym	p4.80	5	27	467	37 ²	36	374 ²							
20 ²	13 ²	OutShip	50	25	18	537 ²	302 ²	20	20 ²	20 ²	Div.	411 ⁴	304 ²	Reym	p4.80	5	27	467	37 ²	36	374 ²							
55 ²	38 ²	Owenillif	80	3.9	11	453 ²	541 ²	525 ²	540 ²	540 ²	100s	411 ⁴	304 ²	Reym	p4.80	5	27	467	37 ²	36	374 ²							
16 ²	116 ²	Owntel	475	29	5	1624 ²	162	162	162	162	Div.	411 ⁴	304 ²	Reym	p4.80	5	27	467	37 ²	36	374 ²							
15 ²	102 ²	Oxford	44	3.2	20	194 ²	14	134 ²	134 ²	134 ²	134 ²	Yld.	411 ⁴	304 ²	Reym	p4.80	5	27	467	37 ²	36	374 ²						
37 ²	24 ²	P	Q	1	27	14	905	375 ²	365 ²	375 ²	375 ²	100s	411 ⁴	304 ²	Reym	p4.80	5	27	467	37 ²	36	374 ²						
51 ²	31 ²	PPG	1.76	35	11	125 ²	505 ²	491 ²	507 ²	507 ²	100s	411 ⁴	304 ²	Reym	p4.80	5	27	467	37 ²	36	374 ²							
31 ²	19 ²	PSA	60	23	12	238 ²	361 ²	26	264 ²	264 ²	100s	411 ⁴	304 ²	Reym	p4.80	5	27	467	37 ²	36	374 ²							
23 ²	16 ²	PacAS	90	9.0	8.8	211 ²	21	21	21 ²	21 ²	100s	411 ⁴	304 ²	Reym	p4.80	5	27	467	37 ²	36	374 ²							
14 ²	12 ²	PacGE 1.84	9.3	7	37	365 ²	191 ²	194 ²	194 ²	194 ²	100s	411 ⁴	304 ²	Reym	p4.80	5	27	467	37 ²	36	374 ²							
47 ²	36 ²	PacLig 3.48	7.5	13	311	462 ²	40	40	37 ²	37 ²	100s	411 ⁴	304 ²	Reym	p4.80	5	27	467	37 ²	36	374 ²							
41 ²	24 ²	PdLum 1.20	3.2	24	159	376 ²	375 ²	375 ²	375 ²	100s	411 ⁴	304 ²	Reym	p4.80	5	27	467	37 ²	36	374 ²								
18 ²	15 ²	PacRes	1.8	12	1018	112 ²	105 ²	112 ²	112 ²	112 ²	100s	411 ⁴	304 ²	Reym	p4.80	5	27	467	37 ²	36	374 ²							
20 ²	13 ²	PacSci	2.0	9.8	257	250 ²	200 ²	200 ²	200 ²	200 ²	100s	411 ⁴	304 ²	Reym	p4.80	5	27	467	37 ²	36	374 ²							
17 ²	12 ²	PanDome	20	18	20	372 ²	167 ²	167 ²	167 ²	167 ²	100s	411 ⁴	304 ²	Reym	p4.80	5	27	467	37 ²	36	374 ²							
41 ²	32 ²	PanHeg 2.30	6.5	12	1463	354 ²	355 ²	355 ²	355 ²	355 ²	100s	411 ⁴	304 ²	Reym	p4.80	5	27	467	37 ²	36	374 ²							
10 ²	13 ²	PanP	1.7	17	376	264 ²	254 ²	254 ²	254 ²	254 ²	100s	411 ⁴	304 ²	Reym	p4.80	5	27	467	37 ²	36	374 ²							
18 ²	12 ²	PanP	1.7	17	376	264 ²	254 ²	254 ²	254 ²	254 ²	100s	411 ⁴	304 ²	Reym	p4.80	5	27	467	37 ²	36	374 ²							
17 ²	12 ²	PanP	1.7	17	376	264 ²	254 ²	254 ²	254 ²	254 ²	100s	411 ⁴	304 ²	Reym	p4.80	5	27	467	37 ²	36	374 ²							
12 ²	12 ²	PanP	1.7	17	376	264 ²	254 ²	254 ²	254 ²	254 ^{2</}																		

Continued on Page 35

Sales figures are unofficial. Yearly highs and lows reflect the previous 52 weeks plus the current week, but not the latest trading day. Where a split or stock dividend amounting to 25 per cent or more has been paid, the year's high-low range and dividend are shown for the new stock only. Unless otherwise

dividends are shown for the new stock only. Unless otherwise noted, rates of dividends are annual disbursements based on the latest declaration.

s -dividend also extra(s), b -annual rate of dividend plus

stock dividend. c-equidating dividend. cld-called. d-new yearly
new. e-dividend declared or paid in preceding 12 months. g-
dividend in Canadian funds subject to 15% non-residence tax

dividend in Canadian funds, subject to 15% non-residence tax. -dividend declared after split-up or stock dividend.]-dividend paid this year, omitted, deferred, or no action taken at latest

paid this year, omitted, deferred, or no action taken at latest dividend meeting, k-dividend declared or paid this year, an accumulated issue with dividends in arrears, n-new issue in the

cumulative issue with dividends in arrears, n-new issue in the last 52 weeks. The high-low range begins with the start of trading, nd-new day delivery. P/E-price-earnings ratio, n-dis-

trading, nd-next day delivery, P/E-price-earnings ratio, r-dividend declared or paid in preceding 12 months, plus stock div., s-stock split. Dividends begins with date of split, si-

dividend. s -stock split. Dividends begin with date of split. s -singles. t -dividend paid in stock in preceding 12 months, estimated cash value on ex-dividend or ex-distribution date. u -

inated cash value on ex-dividend or ex-distribution date. v-new yearly high. v-trading halted. vi-in bankruptcy or receivership or being reorganised under the Bankruptcy Act, or secu-

hip or being reorganized under the Bankruptcy Act, or securities assumed by such companies. wd-distributed, wn-when issued, wu-with warrants, x-ex-dividend or ex-rights, xdsd-when issued, xw-with warrants, xex-ex-rights, xexd-ex-dividend or ex-rights, xwd-distributed, xwn-when issued, xwu-with warrants, xexd-ex-dividend or ex-rights, xexw-with warrants and ex-rights, xexwd-distributed and ex-rights, xexwn-when issued and ex-rights, xexwu-with warrants and ex-rights, xexexd-ex-dividend or ex-rights and ex-rights, xexexw-with warrants and ex-rights and ex-rights, xexexwd-distributed and ex-rights and ex-rights, xexexwn-when issued and ex-rights and ex-rights, xexexwu-with warrants and ex-rights and ex-rights.

1. *Warrantless sales*. x-ex-dividend or ex-rights. xex-distribution. xw-without warrants, y-ex-dividend and sales in full yd-yield. z-sales in full.

1000. Your opinion is welcome on this.

AMEX COMPOSITE PRICES

Prices at 3pm, December 16

Stock	Div	P/	Sales	High	Low	Class	Change	Stock	Div	P/	Sales	High	Low	Class	Change	Stock	Div	P/	Sales	High	Low	Class	Change	Stock	Div	P/	Sales	High	Low	Class	Change								
Action		102	14	15	13	14	+ 1	DWG	.09	31	13	12	11	- 1	- 1	IndBk		924	55	53	53	- 1	- 1	Rogen		12	46	55	52	22	- 20								
AdFusil	.18	24	27	26	27	27	+ 1	Damon	.08	108	34	35	35	- 1	- 1	IndPwr		3	45	45	45	+ 1	+ 1	Ransbg		12	31	21	23	19	- 20								
AeroMo		16	31	31	31	32	- 1	Delmed	.16	497	154	161	161	- 1	- 1	IndPwr		37	43	38	38	+ 1	+ 1	Reast A		11	17	8	8	6	- 6								
ANBpCo	.60	24	56	56	56	56	- 1	Delmed	.03	5	9-15	9-15	9-15	- 1	- 1	IndPwr								Reast B		11	17	8	8	6	- 6								
ArCal	18	79	83	81	84	84	- 1	DevCo	1483	12	144	141	145	- 1	- 1	Jacobs		12	38	35	35	- 1	- 1	Ransbg		12	46	55	52	22	- 20								
ArCalP	20	76	111	111	111	111	- 1	Digicor	75	11	11	11	11	- 1	- 1	Jevor	.74	14	55	52	52	+ 1	+ 1	Ransbg		12	31	21	23	19	- 20								
Alphain	05	142	124	114	124	124	- 1	Dirk	.20	18	134	79	79	79	- 1	- 1	JohnPd		3	50	38	38	- 1	- 1	Reast A		11	17	8	8	6	- 6							
Andahl	21	710	141	134	134	134	- 1	Dirk	.20	18	134	79	79	79	- 1	- 1	JohnPd		20	10	11	11	- 1	- 1	Reast B		11	17	8	8	6	- 6							
Alstair	4	16	84	84	84	84	- 1	Diodes	13	3	4	4	4	- 1	- 1	KeyCo	.20	28	1013	113	113	- 1	- 1	Rckwys		18	54	54	54	- 1	- 1	Rckwys		18	54	54	54	- 1	- 1
AMZn	.52	52	15	15	15	15	- 1	Diodes	13	3	4	4	4	- 1	- 1	Kirby		11	38	34	34	- 1	- 1	Rckwys		18	54	54	54	- 1	- 1								
AMZnS	.52	52	15	15	15	15	- 1	Diodes	13	3	4	4	4	- 1	- 1	Kirk		817	267	267	267	- 1	- 1	Rckwys		18	54	54	54	- 1	- 1								
AMZnS	.52	52	15	15	15	15	- 1	Diodes	13	3	4	4	4	- 1	- 1	Kirk		817	267	267	267	- 1	- 1	Rckwys		18	54	54	54	- 1	- 1								
AMZnS	.52	52	15	15	15	15	- 1	Diodes	13	3	4	4	4	- 1	- 1	Kirk		817	267	267	267	- 1	- 1	Rckwys		18	54	54	54	- 1	- 1								
AMZnS	.52	52	15	15	15	15	- 1	Diodes	13	3	4	4	4	- 1	- 1	Kirk		817	267	267	267	- 1	- 1	Rckwys		18	54	54	54	- 1	- 1								
AMZnS	.52	52	15	15	15	15	- 1	Diodes	13	3	4	4	4	- 1	- 1	Kirk		817	267	267	267	- 1	- 1	Rckwys		18	54	54	54	- 1	- 1								
AMZnS	.52	52	15	15	15	15	- 1	Diodes	13	3	4	4	4	- 1	- 1	Kirk		817	267	267	267	- 1	- 1	Rckwys		18	54	54	54	- 1	- 1								
AMZnS	.52	52	15	15	15	15	- 1	Diodes	13	3	4	4	4	- 1	- 1	Kirk		817	267	267	267	- 1	- 1	Rckwys		18	54	54	54	- 1	- 1								
AMZnS	.52	52	15	15	15	15	- 1	Diodes	13	3	4	4	4	- 1	- 1	Kirk		817	267	267	267	- 1	- 1	Rckwys		18	54	54	54	- 1	- 1								
AMZnS	.52	52	15	15	15	15	- 1	Diodes	13	3	4	4	4	- 1	- 1	Kirk		817	267	267	267	- 1	- 1	Rckwys		18	54	54	54	- 1	- 1								
AMZnS	.52	52	15	15	15	15	- 1	Diodes	13	3	4	4	4	- 1	- 1	Kirk		817	267	267	267	- 1	- 1	Rckwys		18	54	54	54	- 1	- 1								
AMZnS	.52	52	15	15	15	15	- 1	Diodes	13	3	4	4	4	- 1	- 1	Kirk		817	267	267	267	- 1	- 1	Rckwys		18	54	54	54	- 1	- 1								
AMZnS	.52	52	15	15	15	15	- 1	Diodes	13	3	4	4	4	- 1	- 1	Kirk		817	267	267	267	- 1	- 1	Rckwys		18	54	54	54	- 1	- 1								
AMZnS	.52	52	15	15	15	15	- 1	Diodes	13	3	4	4	4	- 1	- 1	Kirk		817	267	267	267	- 1	- 1	Rckwys		18	54	54	54	- 1	- 1								
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AMZnS	.52	52	15	15	15	15	- 1	Diodes	13	3	4	4	4	- 1	- 1	Kirk		817	267	267	267	- 1	- 1	Rckwys		18	54	54	54	- 1	- 1								
AMZnS	.52	52	15	15	15	15	- 1	Diodes	13	3	4	4	4	- 1	- 1	Kirk		817	267	267	267	- 1	- 1	Rckwys		18	54	54	54	- 1	- 1								
AMZnS	.52	52	15	15	15	15	- 1	Diodes	13	3	4	4	4	- 1	- 1	Kirk		817	267	267	267	- 1	- 1	Rckwys		18	54	54	54	- 1	- 1								
AMZnS	.52	52	15	15	15	15	- 1	Diodes	13	3	4	4	4	- 1	- 1	Kirk		817	267	267	267	- 1	- 1	Rckwys		18	54	54	54	- 1	- 1								
AMZnS	.52	52	15	15	15	15	- 1	Diodes	13	3	4	4	4	- 1	- 1	Kirk		817	267	267	267	- 1	- 1	Rckwys		18	54	54	54	- 1	- 1								
AMZnS	.52	52	15	15	15	15	- 1	Diodes	13	3	4	4	4	- 1	- 1	Kirk		817	267	267	267	- 1	- 1	Rckwys		18	54	54	54	- 1	- 1								
AMZnS	.52	52	15	15	15	15	- 1	Diodes	13	3	4	4	4	- 1	- 1	Kirk		817	267	267	267	- 1	- 1	Rckwys		18	54	54	54	- 1	- 1								
AMZnS	.52	52	15	15	15	15	- 1	Diodes	13	3	4	4	4	- 1	- 1	Kirk		817	267	267	267	- 1	- 1	Rckwys		18	54	54	54	- 1	- 1								
AMZnS	.52	52	15	15	15	15	- 1	Diodes	13	3	4	4	4	- 1	- 1	Kirk		817	267	267	267	- 1	- 1	Rckwys		18	54	54	54	- 1	- 1								
AMZnS	.52	52	15	15	15	15	- 1	Diodes	13	3	4	4	4	- 1	- 1	Kirk		817	267	267	267	- 1	- 1	Rckwys		18	54	54	54	- 1	- 1								
AMZnS	.52	52	15	15	15	15	- 1	Diodes	13	3	4	4	4	- 1	- 1	Kirk		817	267	267	267	- 1	- 1	Rckwys		18	54	54	54	- 1	- 1								
AMZnS	.52	52	15	15	15	15	- 1	Diodes	13	3	4	4	4	- 1	- 1	Kirk		817	267	267	267	- 1	- 1	Rckwys		18	54	54	54	- 1	- 1								
AMZnS	.52	52	15	15	15	15	- 1	Diodes	13	3	4	4	4	- 1	- 1	Kirk		817	267	267	267	- 1	- 1	Rckwys		18	54	54	54	- 1	- 1								
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1958	.58	55	18 ⁵	18	18	18
F		18	9 ⁴	9 ⁴	9 ⁴	9 ⁴

FINANCIAL TIMES

WORLD STOCK MARKETS

WALL STREET

Blue chips swept to new peaks

ENTHUSIASTIC support from US private and institutional investors swept Wall Street's blue-chip issues to new peaks yesterday, writes *Terry Byland* in New York.

Renewed demand for the big name stocks, together with a spate of takeover and other special situations, drove the Dow average to another double digit gain.

The advance paused at mid-morning only to gather pace again when the bond market surged forward as President Ronald Reagan began to rally political support for his tax-revision bill.

At 3pm the Dow Jones industrial average was up 25.46 at 1,560.87.

The Dow average was boosted by strong gains in IBM, General Electric and Union Carbide, as well as in the tobacco stocks. The broader market, at first slow to follow the blue chips, was later drawn into the upward spiral.

Investment optimism was fed by predictions in the investment press that the collapse of the Opec cartel could presage a long-term bull phase in US securities markets.

Hopes of fresh falls in US interest rates strengthened ahead of today's

meeting of the Federal Reserve's Open Market Committee (FOMC), which is expected to consider an early reduction in the discount rate from its present level of 7½ per cent.

Utility stocks, Wall Street's barometer of interest rate prospects, continued to rise sharply. Consolidated Edison, the New York electric utility, put on 5% to \$38.4.

Technology stocks again provided a strong lead. IBM jumped 5½ to \$152 in brisk, but not spectacular, trading. Honeywell, tagged as the next leveraged buyout target, bounded ahead again adding a further 2% to \$80.

General Electric at \$72.03 was 5% up, and other names to find buyers included McDonnell Douglas, 5½ higher at \$73.4, Minnesota Mining & Manufacturing, 5% up at \$89.4, and Eastman Kodak, up 5% to \$53.7.

Among the car stocks, Chrysler was strongly sought on the announcement that 5.5m shares will be bought back from the employee stock ownership plan. General Motors, after a slow start, gained 5½ to \$76.8 while Ford at \$56.9 put on 5%.

Also back on centre stage were the airline stocks, which are natural beneficiaries of lower oil prices. United, up 5% at \$53, and American, up 5% at \$44.4, extended last week's gains. But Pan American weakened 5% to \$74.7.

Tobacco stocks soared in heavy trading after favourable legal rulings on the disease liability claims which have depressed the sector. R. J. Reynolds added 5% to \$32.4, with nearly 2m shares traded after a federal judge rejected a \$55m suit. The ruling closely followed GAF's failure to link the tobacco industry with asbestos liability claims. Philip Morris bounded 5½ to \$88.

The most active stock on the NYSE was Phillips Petroleum, up 5% at \$12.4, as 2.25m shares turned over in early speculative trading.

A spate of takeover offensives dominated the active list. Union Carbide jumped 5½ to \$71 in heavy trading, still well short of the \$85 a share in cash and debt offered by the company for 35 per cent of its own stock but clear of a share offered by GAF.

Wall Street's arbitrageurs, holding strong positions in Carbide stock, scented a lucrative contest. At \$61.4, GAF stock dropped 3% as the arbitrageurs awaited the next move.

Credit markets opened quietly but surged ahead at mid-session. At the long end of the market, gains quickly ranged to a full point as Wall Street welcomed the prospect of action on the tax-reform bill.

Federal funds remained below 8 per cent, without action by the Federal Reserve. Short-term rates edged higher, in the face of a busy week of Treasury funding, which opened yesterday with the sale of \$15.2bn in short-term bills.

LONDON

Enthusiasm proves to be short-lived

INITIAL ENTHUSIASM in London faltered yesterday as investors showed little inclination to enter fresh commitments. As a result, blue-chip industrials ended with widespread losses.

Gilts also experienced drab trading conditions, with sentiment not helped by pressures resulting from the announcement late on Friday of new funding totalling \$600m.

Wall Street's higher performance on Friday combined with stronger convictions of an imminent cut in the Federal

South Africa was closed because of a national holiday.

Reserve discount rate to inspire the initial sharp advance.

But lack of interest from institutional investors, concerned over international oil prices and consequently the exchange rate, left trading quietly steady.

Profit-taking later developed in the stores sector, and oil issues also encountered selling pressure.

The FT-SE 100 share index ended 4.9 lower at 1,376.5 while the FT Ordinary share index lost 5.6 to 1,100.3.

Chief price changes, Page 35; Details, Page 34; Share information service, Page 32-33

AUSTRALIA

A LETHARGIC pre-Christmas mood in Sydney dragged the market down and combined with continued concern over high domestic interest rates to push prices lower.

The All Ordinaries shed 1.1 to 974.9, and the All Resources index lost 3.2 to 607.5.

Industrials, however, fared well, with Bell Group up 20 cents at A\$12.00, and James Hardie 15 cents firmer at A\$3.20.

Among market leaders, BHP closed 2 cents down at A\$6.28, CSR put on 1 cent to A\$3.56 and Bell Resources shed 20 cents to A\$3.00.

Repos, subject to a formal takeover offer from Ariadne Australia last Thursday, was unchanged at A\$1.56.

HONG KONG

SELECTIVE SELLING took Hong Kong lower, with Jardine Matheson leading the fall as speculation waned on a possible takeover of the group.

Jardine lost 40 cents to HK\$13.20 while Hongkong Land, in which it owns a stake, shed 5 cents to HK\$6.55.

Swire Pacific and Eastern Asia Navigation rose ahead of the end of hearings by Hong Kong's Air Transport Licensing Board on licensing a new route to China. Swire gained 60 cents to HK\$30.50 and Eastern Asia added 8 cents to HK\$1.35.

Among market leaders, Cheung Kong eased 20 cents to HK\$21.00, Hutchison Whampoa a similar amount to HK\$20.60 and Sun Hung Kai Properties 10 cents to HK\$12.90.

SINGAPORE

PROFIT-TAKING in Singapore resulted in shares easing across the board on stoploss selling.

Turnover fell to 4.8m shares from 8.4m on Friday, and the Straits Times index shed 11.08 points to 644.05.

Keppel Shipyard shed 3 cents to 96 cents and announced plans to cut its repair capacity by 45 per cent.

Siemens Darby, the most active share traded, lost 2 cents to \$S1.34 while United Motor Works, also active, was 2.5 cents lower at 41.5 cents and Neptune Orient Lines eased 1 cent to \$S1.14.

CANADA

MINING ISSUES were actively sought in a higher Toronto.

Noranda moved up CS% to CS1%, and Teck class B CS% to CS17%, while Placer traded CS% higher at CS21% and Corp Falconbridge Copper added CS% to CS15.

Canron class A resumed trading up CS% to CS17% after being halted for news that Ivaco planned a takeover bid for the company. Ivaco class A fell CS% to CS19.00.

In Montreal prices edged higher.

TOKYO

Early surge prompts run to records

AFTER last week's five consecutive sessions of gains, share prices reached an all-time high in Tokyo yesterday, writes *Shigeo Nishizuka of Jiji Press*.

Blue chips such as Hitachi and Sony and biotechnology-related issues attracted buyers in the morning, but a mood of caution prevailed in the afternoon, and the market levelled off.

The Nikkei average soared 75 at one stage but fell back on late profit-taking to finish 9.87 points up at 13,175.85. Volume was down sharply at 247.86m shares against last Friday's 388.48m, and declines led advances by 422 to 392, with 149 issues unchanged.

The market was as bullish as last week when investors flocked to buy large-capital issues on expectations of cuts in US and Japanese official discount rates. Last week's surge to a record high on Wall Street also bolstered the bull market.

The rise in leading issues drew strength in the morning from the popularity of blue chips on the New York stock market and a recovery in semiconductor prices. In the afternoon, however, many of the gainers shed on small lot selling amid growing concern over the surge last week of 317 points.

Among the quality issues, Hitachi jumped Y10 at one stage but closed up Y5 at Y785 on volume of 9.26m shares, the second largest on the list of 10 most active stocks. Sony also soared Y10 at one stage but finished up Y20 at Y4,300. NEC, which had led the surge in blue chips, fell Y30 to Y1,330, and Fujitsu ended Y10 to Y1,150.

In contrast, biotechnology issues held steady for most of the day. Mitsubishi Chemical, topping the active list with 16.92m shares traded, gained Y13 to Y540. Asahi Chemical added Y22 to Y27.

Large-capital stocks lost ground, with Tokyo Electric Power slipping Y10 to Y2,710 and Mitsubishi Heavy Industries down Y5 to Y370. Public works-related issues were mixed. Taisei firmed Y6 to Y327, but Ohbayashi eased Y10 to Y353.

Speculative issues returned to favour in the afternoon. Meito Sangyo moved the maximum Y400 up to Y2,420. Kanto Denka Kogyo and Nippon Hume Pipe also rose.

The car sector was dominated by Daimler's effervescent DM 42 rally to DM 1.25 after last week's profits forecast and the 10 per cent Flick stake in Daimler had already been placed.

VW outperformed its other rivals with a hefty DM 13.10 jump to DM 430.30 on optimistic earnings forecasts for the year.

The new issues department of Deutsche Bank was busy again with news that Massa, the supermarket chain, would restructure and float DM 23m of fresh capital in the spring. The shares will be listed in Frankfurt and Dusseldorf.

Bond prices were boosted by gains of up to 30 basis points. Broad market sentiment is that the Bundesbank is trying to keep interest rates down and that its new 35-day securities repurchase tender - offered at a minimum 4.50 per cent - is aimed at keeping the market liquid until January.

Foreigners, banks and insurers were the hallmarks of the fifth straight peak for Zurich although stout-hearted buying of registered stocks - shares that can only be held by Swiss investors - continued to feature.

Credit Suisse bearer gained SF 45 to SF 3,645 while its registered counterpart firmed SF 10 to SF 710. Winterthur registered a spirited SF 175 higher to SF 3,325 while its bearer cousin - open to Swiss and foreign buyers alike - rose SF 35 to SF 5,025.

The bond market was buoyed by unusually high Monday turnover, which was a spillover from the firmer trend on US credit markets on Friday.

British and US investors were thick on the ground in a record-setting Amsterdam that took the ANP-CBS General index to a peak 240.8 with a gain of 2.3 points.

Banks found good support as did publishers. ABN picked up FI 10 to FI 558 while VNU added FI 6.50 to FI 262. The De Telegraaf publishing group, which owns the Netherlands' leading daily newspaper, rose FI 14 to FI 235 on persistent US and British buying in a thin market.

Brussels managed a modicum of progress despite a small rise in short-term Belgian franc interest rates on Friday.

Heavy active trading by domestic and foreign institutions in a firmer Paris prolonged the session for an extra 30 minutes while a busy Madrid finished at a high for the year.

Stockholm continued its extended rally with the aid of strong foreign support while Milan was eroded by book-squaring.

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